City of South Lake Tahoe
City Council
Meeting Agenda
Tuesday, September 8, 2026 at 9:00 am
City Hall - Council Chambers - 1901 Lisa Maloff Way, South Lake Tahoe

City Council
Cody Bass, Mayor
Keith Roberts, Mayor Pro Tem
Scott Robbins, Councilmember
David Jinkens, Councilmember
Heather Horgan, Councilmember

Mission of the City Council
We provide responsive and effective local government by maintaining a safe, livable, and well-managed city through smart investment, reliable services, and thoughtful planning.

Public Participation
City Council meetings are held in person at the time and location listed on this agenda. 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:

Remote Public Participation: If you would like to participate remotely, please join the ZOOM meeting by using this link: https://us02web.zoom.us/j/82205188294. If you would like to make a comment, wait for the agenda item to begin, then press the "raise hand" button. Meetings are also live-streamed on Channel 21, the City website at www.cityofslt.us, and YouTube at https://www.youtube.com/channel/UC3LYne8Ih-kTPLnnuyJW9SQ/live

Note: The Mayor reserves the right to conduct the meeting with in-person public participation only, if there is a technology malfunction that precludes the use of remote public participation.

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)].

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.

Land Acknowledgement

Land Acknowledgement - The City of South Lake Tahoe acknowledges the lands we occupy today are the lands and home of the Waśíšiw, the people from here known today as the Washoe Tribe of Nevada and California, a sovereign nation. Since the beginning of time and for thousands of years before the arrival of any other people, the Washoe lived here and cared for this place, with values and intention that we can all learn from. On behalf of the City Council, I would like to acknowledge, thank, and honor the Indigenous Washoe Tribal Communities that are the past, present, and future stewards of the Lake Tahoe Basin.

Call to Order/Pledge of Allegiance

Roll Call

Closed Session Report

Proclamations

1. Proclamation Recognizing September 2026, as "Suicide Prevention and Recovery Month"
Requested Action / Suggested Motions: Issue a Proclamation to Access Tahoe & Peace Love Tahoe, recognizing September 2026, as "Suicide Prevention and Recovery Month".
Responsible Staff Member(s): Susan Blankenship, City Clerk
Item 1- Executive Summary.pdf
Proclamation - Suicide Prevention and Recovery Month.docx

2. Proclamation Recognizing September 17-23, as "Constitution Week"
Requested Action / Suggested Motions: Issue a Proclamation to the Lake Tahoe Chapter of the Daughters of the American Revolution, recognizing September 17-23 as "Constitution Week."
Responsible Staff Member(s): Susan Blankenship, City Clerk
Item 2- Executive Summary.pdf
Proclamation - Constitution Week.doc

Presentations

3. Presentation 9/11 Commemoration - Lake Tahoe Chapter of the Daughters of the American Revolution
Requested Action / Suggested Motions: Receive presentation.
Item 3- Executive Summary.pdf
Sept.11.Presentation.w-o.Shields.pptx

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 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 per item and six (6) minutes total per speaker.
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.

4. City Council Meeting Minutes
Requested Action / Suggested Motions: Pass a Motion approving the minutes from the of August 25, 2026, Regular City Council Budget Workshop meeting.
Responsible Staff Member(s): Michelle Davis, Assistant City Clerk, and Susan Blankenship, City Clerk
Item 4- Executive Summary.pdf
08 25 2026 City Council Budget Workshop Meeting Minutes.pdf

5. Adoption of Fiscal Year 2026-2027 Investment Policy and Authority
Requested Action / Suggested Motions: Pass a Resolution delegating investment authority to the City Treasurer and adopting the City Investment Policy for the fiscal year from October 1, 2026 to September 30, 2027
Responsible Staff Member(s): Olga Tikhomirova, Director of Finance
Item 5- Executive Summary.pdf
01-Staff_Report_Investment_Policy_2026-2027.docx
02-Resolution Investment Policy 2026-2027.docx
03-Investment Policy - 2026-2027 (Exh. A to Reso).pdf
04-Investment Policy - 2026-2027 redline.pdf

6. Quarterly Housing Update
Requested Action / Suggested Motions: Receive and file.
Responsible Staff Member(s): Jessica Wackenhut Lomeli, Housing Manager
Item 6- Executive Summary.pdf
01-Staff_Report_Quarterly_Update_ (1).docx

7. Community Benefit and Enhancement Grant Guidelines and Cannabis Business and Professions Tax (formerly, Cannabis Community Benefit Fee) Revenue Allocation Policy Update
Requested Action / Suggested Motions: 1) Pass a Motion adopting the Community Benefit and Enhancement Grant Guidelines and directing staff to deploy the grant program this fall with the intention to bring recommended awards to City Council by early December or before; and 2) Pass a Resolution approving and adopting the updated and retitled Cannabis Business and Professions Tax Revenue Allocation Policy, as presented, and transferring $28,000 of cannabis revenue to the Arts, Culture, and Tourism Commission's Community Grant Program for Fiscal Year 2026-2027.
Responsible Staff Member(s): Sara Letton, Sustainability Coordinator
Item 7- Executive Summary.pdf
01-_Staff_Report_Grant_Program_Guidelines_2026 (1).docx
02 - Cannabis Comm Ben Fee Rev Policy Redline.pdf
03 - Cannabis Business Tax Revenue Allocation Policy (Exh. A).docx
04 - City of SLT Grant Program Guidelines 2026.pdf

05 - Resolution Cannabis Revenue Allocation Policy.docx

8. NorCal Small Business Development Center's Authorization to Apply to NorCal Small Business Development Center's RFP for hosting a Small Business Development Center 'Neighborhood Branch' office at City Facilities
Requested Action / Suggested Motions: Pass a Motion authorizing the City Manager to submit a proposal in response to NorCal Small Business Development Center's RFP for hosting a 'Neighborhood Branch' office at City Facilities in an amount up to $35,000 and accepting an in-kind donation for business advisory services valued at up to $35,000.
Responsible Staff Member(s): Sara Letton, Sustainability Coordinator and Zachary Thomas, Director of Development Services
Item 8- Executive Summary.pdf
01_-_Staff_Report_SBDC_Neighborhood_Branch_Auth_to_Apply.docx
02 - RFP-Neighborhood-Branch_NorCalSBDC.pdf
03 - LOI from CSLT SBDC.pdf
04 - Donation_Approval_NorCal SBDC 2026.docx

9. Parks & Recreation Commission Policy Recommendations for Local Youth Nonprofit Fees & User Prioritization Policy
Requested Action / Suggested Motions: Pass a Resolution amending the adopted Schedule of Master Fees to include a 40% discount for local youth serving nonprofits for facility rentals at the Multigenerational Recreation & Aquatics Center.
Responsible Staff Member(s): John Stark, Director of Parks & Recreation
Item 9- Executive Summary.pdf
01-Staff_Report_-_Local_Youth_Nonprofit_Fees_User_Prioritization_Policy_Update_8.27.docx
02-Resolution-
P_R_Commission_Policy_Recos_for_Local_Youth_Nonprofit_Fees_User_Prioritization_Policy_Upd

10. Sale of Surplus Vehicles, Equipment, and Miscellaneous Small Tools
Requested Action / Suggested Motions: Pass a Motion designating 3 vehicles, 3 pieces of equipment, and miscellaneous small tools for surplus and subsequent disposal following the City's policy on disposition of surplus property.
Responsible Staff Member(s): Mohammad Qureshi, Director of Public Works and Phil Harwood, Fleet Manager
Item 10- Executive Summary.pdf
01-Staff_Report-Surplus Sale.docx
02_Exhibit A Surplus List.pdf

11. Award of Construction Contract for the Upper Truckee River Bridge Scour Protection Contract for $522,980.00 to Meyers Earthwork, Inc. and Approve Amendment No.1 to Eastern Sierra Engineering PSA (C-221-2025) for $23,500 and Authorize Total Funding Transfer of $373,730.69 from Various Accounts to Upper Truckee River Bridge Scour Protection Account 301-60088-48030
Requested Action / Suggested Motions: 1) Pass a Resolution authorizing and directing the Director of Finance to transfer $373,730.69 from various accounts to the Upper Truckee River Bridge Account, and 2) Pass a Motion finding the Upper Truckee River Bridge Scour Protection Project to be exempt from the California Environmental Quality Act pursuant to CEQA Guidelines section 15301, and authorizing and directing the Mayor to execute an Agreement with Meyers Earthwork, Inc. for the Upper Truckee River Scour Protection Project for a not to exceed amount of $522,980.00, and authorizing Director of Public Works to use contingency up to a cumulative amount of $106,520. 3) Pass a Motion authorizing and directing the Mayor to execute Amendment No. 1 to Professional Services Agreement with Eastern Sierra Engineering (C-221-2025) for $23,500.
CEQA Determination: Environmental Considerations: This project is considered a maintenance project. As such, the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15301(c) (Existing Facilities). This project will have its own TRPA Permit.

All applicable best management practices will be utilized to protect air and water quality during construction.
Responsible Staff Member(s): Stephen Anderjack, Project Manager
Item 11- Executive Summary.pdf
01-Staff_Report_UTR_Bridge Award.docx
02-Resolution_UTR_Bridge Award.docx
03-Meyers Agreement.pdf
04-ESE Amendment 1.pdf
05-ESE Design Contract.pdf

12. Acceptance of FAA Grant and Caltrans AIP Grants in the amount not to exceed $561,749.00.00 for Airport Runway 18/36 Pavement Maintenance and Award of Contract for Airport Pavement Maintenance to American Road Maintenance, Inc. in Amount of $433,140.00
Requested Action / Suggested Motions: 1) Pass a Resolution authorizing the Airport Manager to Accept FY 2026 Federal Aviation Administration Airport Improvement Program (AIP) Grant (3-06-0249-053-2026) in the amount of $535,000, upon award accept FY 2026 Caltrans AIP Matching Grant for Lake Tahoe Airport in the amount of $26,749, and to authorize the Finance Director to appropriate additional project funding for the Runway 18/36 Pavement Preservation Project; and 2) Pass a motion authorizing and directing the Mayor to execute an agreement with American Road Maintenance, Inc. for Airport Pavement Rehab for a total not to exceed amount of $433,140.00.
CEQA Determination: The project is categorically exempt under CEQA Guidelines section 15301(d) (Existing Facilities).
Responsible Staff Member(s): Milan Jevic, Acting Airport Manager
Item 12- Executive Summary.pdf
01-Staff_Report_-_Acceptance_of_FAA_Grants_and_Contract_with__American_Road_Maintenace_2.docx
02-RESOLUTION TO ACCEPT FAA AIP-CALTRANS GRANTS
03-TVL AIP 053 BID TAB PACKAGE
04-2026 TVL 053 Runway Pavement Maintenance Project American Road Maintenance Contract Agreement
05-TVL-WPG-3-06-0249-053-2026-Grant Agreement Sept 9.pdf

13. Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Lukins Brothers Water Company, Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Tahoe Water Company
Requested Action / Suggested Motions: Waive Second Reading and Pass an Ordinance to award a Franchise Agreement to Lukins Brothers Water Company and Waive Second Reading and Pass an Ordinance to award a Franchise Agreement to Tahoe Keys Water Company.
Responsible Staff Member(s): Sergio Rudin, Interim City Attorney and Mohammad Qureshi, Director of Public Works
Item 13- Executive Summary.pdf
01-Staff-Report_Ordinance_Lukins_TKWC_Franchise_Agreements__2_.docx
02_Lukins_Water_Franchise_Ordinance.docx
03_TKWC_Franchise_Ordinance.docx
04-Public Notice Franchise Agreements.pdf
05-C-42-16.pdf
06-C-65-17.pdf

Public Hearing

14. Special Event and Vacation Home Rental Inspection Fee Update
Requested Action / Suggested Motions: Pass a Resolution amending the City Master Fee Schedule for a Minor Special Event Permit and Vacation Home Rental Inspection
Responsible Staff Member(s): Zach Thomas, Director of Development Services
Item 14- Executive Summary.pdf

01-Staff_Report_FeeSchedule_.docx
02-Resolution2026-Master_Fee_Schedule_Update.docx
03-Public Notice

15. Mid-Town Area/Specific Plan and Initial Study/Negative Declaration
Requested Action / Suggested Motions: 1) Pass a Resolution adopting the Mid-Town Area/Specific Plan Initial Study/Negative Declaration; and, 2) Pass Resolution adopting the Mid-Town Area/Specific Plan.
CEQA Determination: Pursuant to the California Environmental Quality Act of 1970, Cal. Pub. Res. Code Â§21000 et seq., potential environmental impacts of the proposed MTAP have been evaluated in an Initial Study (IS). This IS is tiered from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement; TRPA 2025 Connections 2050: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect; and the City of South Lake Tahoe 2010 General Plan Environmental Impact Report (amendment for TVAP/TCAP). The IS determined that there are no impacts, or all impacts are less than significant, and a Negative Declaration was prepared.
Responsible Staff Member(s): Anna Kashuba, Senior Planner
Item 15- Executive Summary.pdf
01-Mid-Town_CC_StaffReport.docx
02-MTAP_CC_CEQAReso (1).docx
03-MTAP_CC_PlanReso.docx
04-Mid-Town Map.pdf
05-Outreach Summary and Appendices.pdf
06-FINAL IS_ND_20260821.pdf
07-Mid-TownAreaPlan_FinalDraft.pdf
08-Tribune Proof.pdf
09-Tribune Proof (2).pdf
10-MTAPFeasibilityReportFINAL 082426.pdf
11-Mid-TownPowerpoint_CC20261008.pptx

Regular-Unfinished Business

16. Approval of Resolution Authorizing Exchange and Bargain Sale Agreement and Joint Escrow Instructions with the California Tahoe Conservancy, to exchange 180.5 acres of City-owned property adjacent to Trout Creek and Cold Creek and on Link Road (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080020-008, 031-030-020, and 031-030-039) for 7.1 acres of Conservancy-owned property near El Dorado Beach, various City water quality projects, Al Tahoe Pioneer Cemetery, Lake Tahoe Airport, and Tahoe Island Drive (APNs 027-010-016, -024, and -029, 027-073-005, 027-074-006, 027-112013, -014, -015, -016, -017, and -024, 027-134-022, 027-053-014, 031-173-002, and -004, 026-065016, 032-090-013, and 023-686-016).
Requested Action / Suggested Motions: Pass a Resolution authorizing exchange and bargain sale agreement and joint escrow instructions with the California Tahoe Conservancy, to exchange 180.5 acres of City-owned property adjacent to Trout Creek and Cold Creek and on Link Road (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080020-008, 031-030-020, and 031-030-039) for 7.1 acres of Conservancy-owned property near El Dorado Beach, various City water quality projects, Al Tahoe Pioneer Cemetery, Lake Tahoe Airport, and Tahoe Island Drive (APNs 027-010-016, -024, and -029, 027-073-005, 027-074-006, 027-112013, -014, -015, -016, -017, and -024, 027-134-022, 027-053-014, 031-173-002, and -004, 026-065016, 032-090-013, and 023-686-016).
CEQA Determination: The proposed exchange of land does not constitute an approval of a project pursuant to CEQA Guidelines Sections 15004 and 15352 because it does not commit the agency to a definite course of action regarding a project to be carried out. The exchange of land does not involve a change to, or an intensification of, the existing use or purpose, and is not a project defined by CEQA Section 15378[a].
Responsible Staff Member(s): John Hitchcock, Planning Manager
Item 16- Executive Summary.pdf

01-Staff_Report_Land_Exchange__.docx
02-CC_Resolution_2022-117.pdf
03-CTC_Resolution_22-09-03.pdf
04-Link Rd Project Location Map.pdf
05- Lakefront Parcels Location Map.pdf
06-CTC Grant CTA-9051.pdf
07-Existing Dirt Trail.pdf
08- Link Rd Constraints.pdf
09- Access Map.pdf
10-Spur Alignment.pdf
11-Sierra Shores Permit Conditions.pdf
12-Sierra Shores Plan Set.pdf
13-Washoe Tribe Withdrawal Email.pdf
14-HCD_Exemption_Review.pdf
15-Land_Exchange_Resolution26-XXX___Exhibit_A-c1.docx
16-City to CTC Grant Deed - Final Draft Amended.docx
17-CTC to City Grant Deed w restriction - Final Draft.docx

Regular-New Business

17. Request for Interest - Re-Use of Former Recreation and Swim Complex
Requested Action / Suggested Motions: Staff recommend the City Council pass a Motion directing staff to 1. Add the demolition of the former Recreation and Swim Complex to the Capital Improvement Program project list for FY2026-27 at an estimated cost of $2.1 million; and 2. Enter into discussions with El Dorado County, TRPA and the South Lake Tahoe Boys and Girls Club about possible new construction of an indoor athletic complex on the 56-acre parcel site.
CEQA Determination: Maintaining the former Recreation and Swim Complex in operation in the short term is categorically exempt from the California Environmental Quality Act (â€œCEQAâ€) under CEQA Guidelines 15301 (Existing Facilities). However, keeping it in operation indefinitely likely would require an update to the Mitigated Negative Declaration for the 56 Acres Master Plan, adopted by City Council on January 18, 2022. Demolition of the former Recreation and Swim Complex is exempt from the California Environmental Quality Act (â€œCEQAâ€) because it is considered a ministerial act requiring a City issued permit. If a new recreational facility were to be constructed at the former site of the Former Recreation and Swim Complex, it would be subject to an environmental review under the California Environmental Quality Act (â€œCEQAâ€).
Responsible Staff Member(s): Brian Dossey, Retired Annuitant - Extra Help
Item 17- Executive Summary.pdf
01 - Staff Report.docx
02 - March 24, 2026 Staff Report
03 - RFI - Former Recreation Center Use.pdf
04 - Statement of Interest - SLT Boys and Girls Club.pdf
05 - Sagan Design Group - Engineers Letter.pdf

18. Discussion and Direction on General Plan 2027 - 2035 Housing Element Update
Requested Action / Suggested Motions: 1) Receive report and provide comments on the draft 2027-2035 Housing Element; and, 2) Pass a Motion directing staff to submit the draft 2027-2035 Housing Element to the California Department of Housing and Community Development for review.
CEQA Determination: The proposed Housing Element is consistent with the 2030 General Plan and directly implements several of the General Plan policies and the proposed ordinance is consistent with and implements the 2022 â€“ 2027 Housing Element, which is an integral part of the General Plan. The 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed Housing Element. The General Plan EIR is available on the City website at: https://www.cityofslt.gov/DocumentCenter/View/15121/General-Plan-Environmental-Impact-Report?bidId=
Responsible Staff Member(s): Jessica Wackenhut Lomeli, Housing Manager

Item 18- Executive Summary.pdf
01-Staff_Report_HousingElement_Draft__.docx
02_-_CSLT_7th-Cycle-RHNA.pdf
03 - SLT_Housing Element_Public Review Draft_August 2026.pdf
CSLT-02.0_CC_Present_Draft_9.8.26.pdf

Agenda Planning Calendar

19. Agenda Planning Calendar
Requested Action / Suggested Motions: Identify, with consent of at least two Council Members, any desired future agenda items, and/or modify the Agenda Planning Calendar as desired.
Responsible Staff Member(s): Susan Blankenship, City Clerk and Hilary Roverud, City Manager
Item 19- Executive Summary.pdf
APC 09 02 2026.pdf

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

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

Closed Session

20. Conference with Legal Counsel – Anticipated Litigation, Initiation of Litigation under Gov. Code section 54956.9(d)(4) (one case).

Closed Session Report

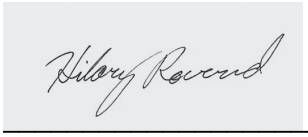
Adjournment
I, Susan Blankenship, City Clerk for the City of South Lake Tahoe, declare that the foregoing agenda for the Tuesday, September 8, 2026, City Council agenda was posted and available for review on Wednesday, September 2, 2026, at City Hall, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The agenda was also available on the City website at https://www.cityofslt.us.
Signed September 2, 2026

\\sb\\ Susan Blankenship, Elected City Clerk

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 1

Agenda Item: Proclamation Recognizing September 2026, as "Suicide Prevention and Recovery Month"

Requested Action / Suggested Motions: Issue a Proclamation to Access Tahoe & Peace Love Tahoe, recognizing September 2026, as "Suicide Prevention and Recovery Month".

Responsible Staff Member: Susan Blankenship, City Clerk

Attachments:

Proclamation - Suicide Prevention and Recovery Month.docx

City of South Lake Tahoe
Proclamation
Recognizing September 2026 as
"Suicide Prevention and Recovery Month"

Whereas, the health and well-being of the citizens of South Lake Tahoe are of utmost importance to the prosperity and quality of life in our community; and

Whereas, suicide and other deaths of despair, which include deaths related to drug and alcohol abuse, are major public health issues that impact people of all ages, genders, and backgrounds, with devastating effects on families, friends, and entire communities; and

Whereas, according to the Centers for Disease Control and Prevention (CDC), suicide is the 10th leading cause of death in the United States, underscoring the critical need for comprehensive mental health care and proactive intervention; and

Whereas, the observance of Suicide Prevention Month in September provides an opportunity to raise awareness, educate the public about suicide prevention, and promote mental health resources that can save lives; and

Whereas, recovery from mental health and substance use disorders is possible with the appropriate support and treatment, helping individuals lead fulfilling and productive lives; and

Whereas, Recovery Month is celebrated nationally in September to increase awareness and understanding of mental health and substance use disorders, and to celebrate those who have embarked on the journey of recovery; and

Whereas, the City of South Lake Tahoe is committed to supporting initiatives that promote mental health, prevent suicide, and provide recovery resources to those in need; and

Whereas, through collaborative efforts with healthcare providers, educators, community organizations, and concerned citizens, we can work together to foster a culture of understanding, compassion, and resilience.

Now, therefore, the City Council of the City of South Lake Tahoe does hereby proclaim September 2026 as "Suicide Prevention and Recovery Month" in South Lake Tahoe and encourage all citizens to take steps to increase awareness and to extend compassion and support to those affected by mental health and substance use disorders.

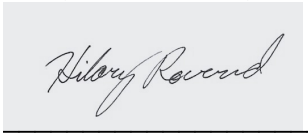
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Cody Bass, Mayor

_____
Susan Blankenship, City Clerk

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:2

Agenda Item: Proclamation Recognizing September 17-23, as "Constitution Week"

Requested Action / Suggested Motions: Issue a Proclamation to the Lake Tahoe Chapter of the Daughters of the American Revolution, recognizing September 17-23 as "Constitution Week."

Responsible Staff Member: Susan Blankenship, City Clerk

Attachments:

Proclamation - Constitution Week.doc

City of South Lake Tahoe
Proclamation
Recognizing September 17-23 as
"Constitution Week"

Whereas, The Constitution of the United State of America, the guardian of our liberties, embodies the principles of limited government in a republic dedicated to rule by law; and

Whereas, September 17, 2026, marks the two hundred and thirty-sixth anniversary of the framing of the Constitution of the United States of America by the Constitutional Convention; and

Whereas, It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and

Whereas, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week.

Now, therefore, The City Council of the City of South Lake Tahoe, does hereby proclaim the week of September 17 through 23 as "Constitution Week" and ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787, by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties.

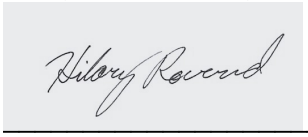
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Cody Bass, Mayor Susan Blankenship, City Clerk

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:3

Agenda Item: Presentation 9/11 Commemoration - Lake Tahoe Chapter of the Daughters of the American Revolution

Requested Action / Suggested Motions: Receive presentation.

Attachments:

Sept.11.Presentation.w-o.Shields.pptx

We Will Never Forget

This Presentation is dedicated
to the
Victims and Heroes
of the
September 11, 2001
Terrorist Attacks

Created July-September, 2010
and Updated July, 2025
by
Sally J. Holcombe
NSDAR Vice Chair, Commemorative Events
25th Anniversary of 9/11
2025-2028

Music:

"America" ("My Country 'Tis of Thee")
Eric Rogers Choir and Orchestra
Eric Rogers, Conductor
©2002 Universal Classics Group

"God Bless the U.S.A."
Lee Greenwood
©2002 MCA Nashville





Shanksville, Pennsylvania - Early Morning, 9/11/2001



8:46 A.M.
American Airlines flight #11
crashes into the
World Trade Center
North Tower





9:03 A.M.

United flight #175

crashes into the

World Trade Center

South Tower











9:37 A.M.
American Airlines flight #77
crashes into the west side
of the
Pentagon




N22PP
U.S. PARK POLICE





9:57 A.M.

- Shanksville, Pennsylvania -

Heroic passengers on hijacked
United flight #93
gain entry to the cockpit.
The fighting results in a crash.
There are no survivors.







9:59 A.M.
World Trade Center
South Tower
Collapses



10:28 A.M.
World Trade Center
North Tower
Collapses








Welcome
to Manhattan
RUDOLPH W. GIULIANI
MAYOR
C. VIRGINIA FIELDS
BORO PRESIDENT




CAPT.
JD

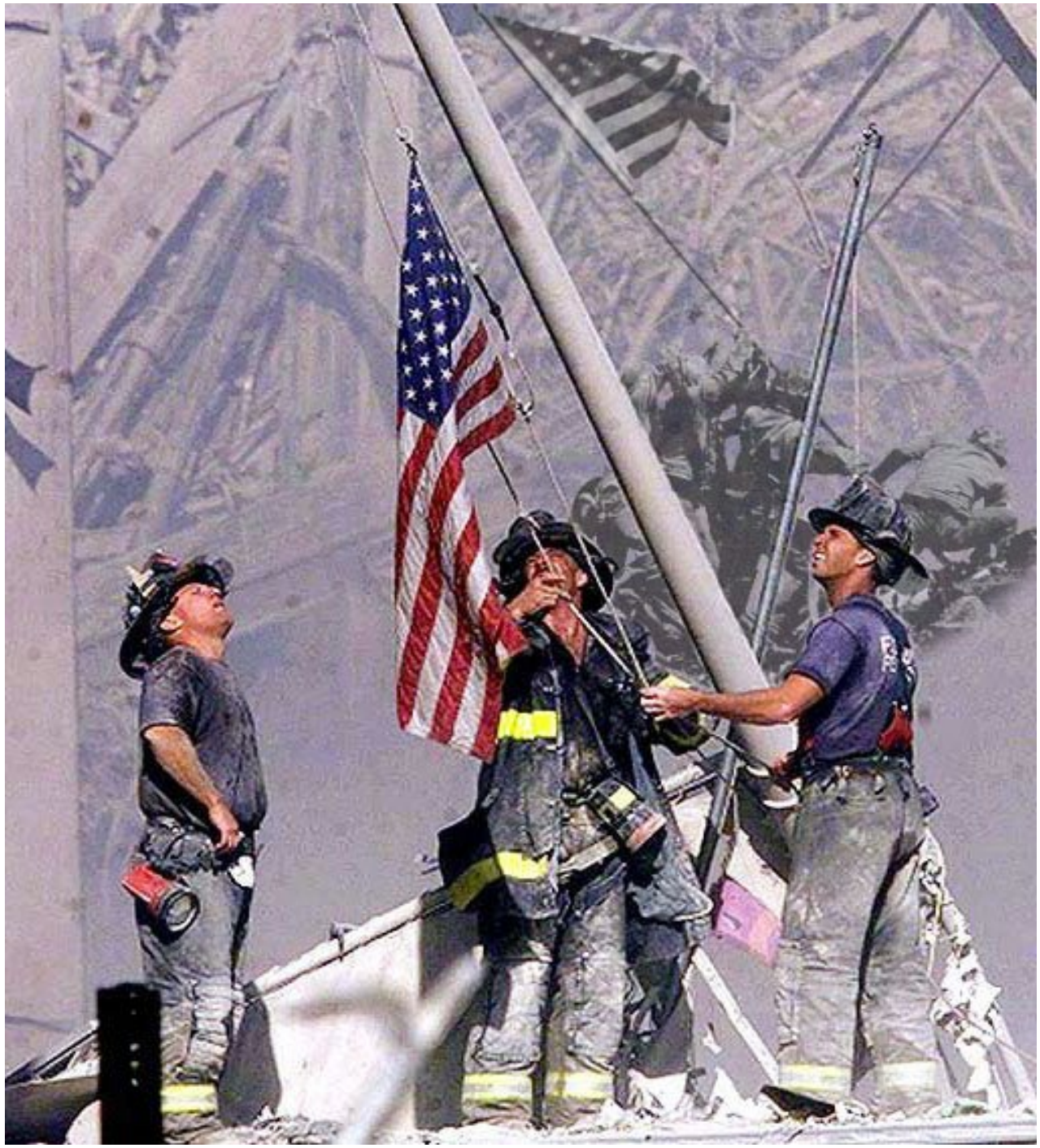













"All the News That's Fit to Print"
The New York Times
Late Edition
NEW YORK, WEDNESDAY, SEPTEMBER 12, 2001
75 CENTS
U.S. ATTACKED
HIJACKED JETS DESTROY TWIN TOWERS AND HIT PENTAGON IN DAY OF TERROR
A CREEPING HORROR
Buildings Burn and Fall as Onlookers Search for Elusive Safety
President Vows to Exact Punishment for 'Evil'
By SERGE SCHMEMANN

Rebuilding
Recovery
Remembrance










Missing from 2 Wor
Trade Center 104th

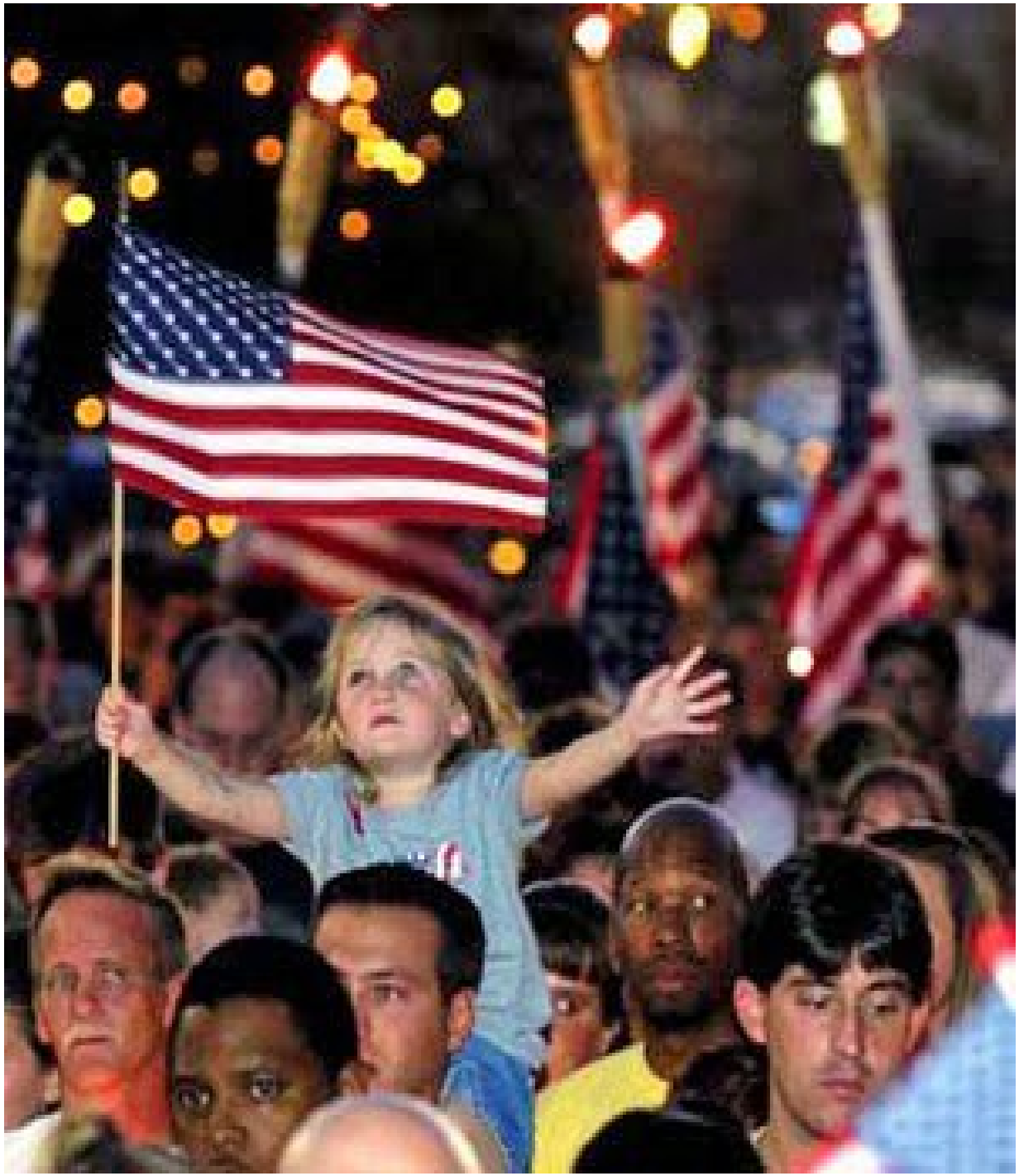

WE WILL NEVER FORGET





















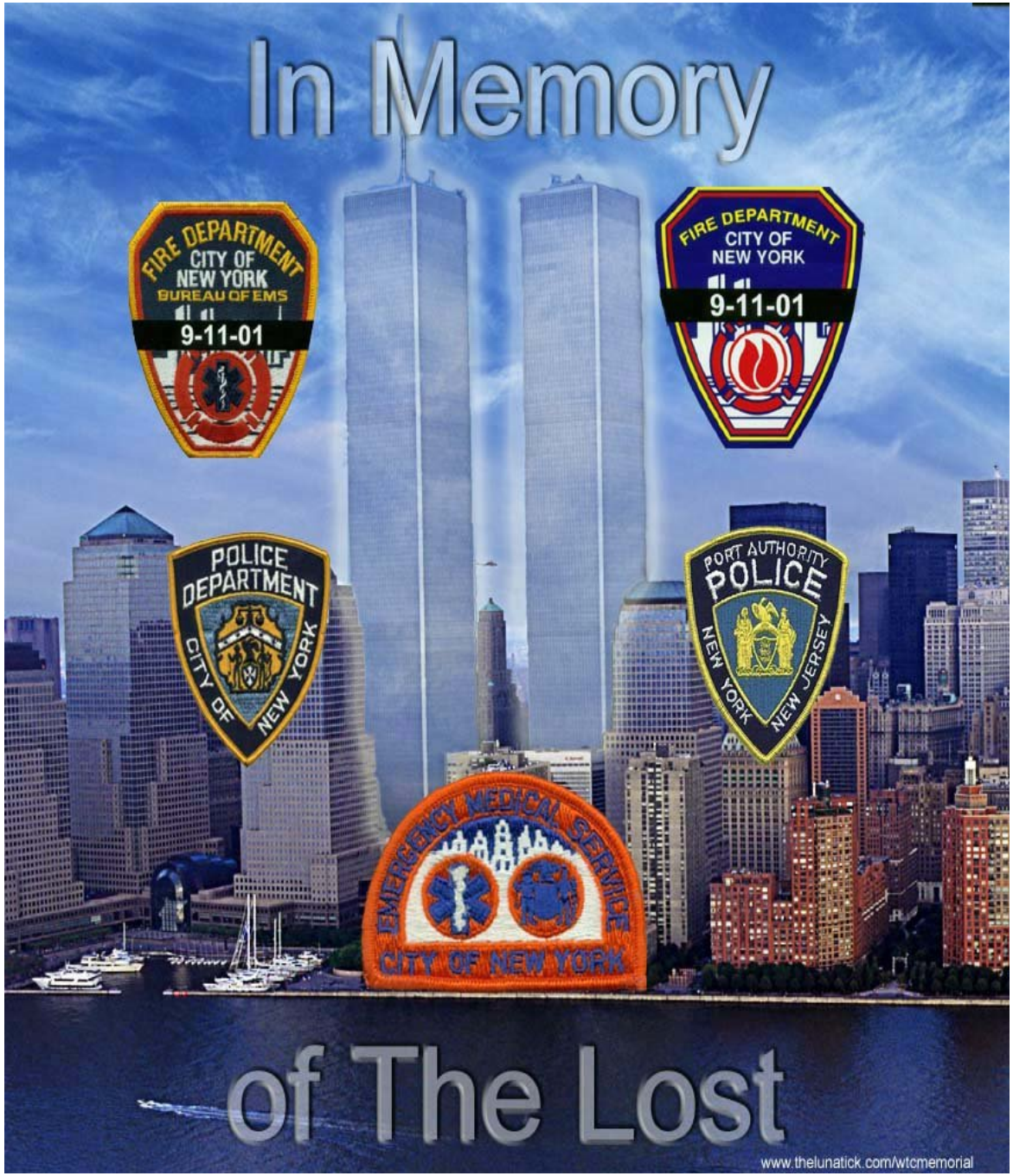



16
F.D. N.Y.
AMBULANCE

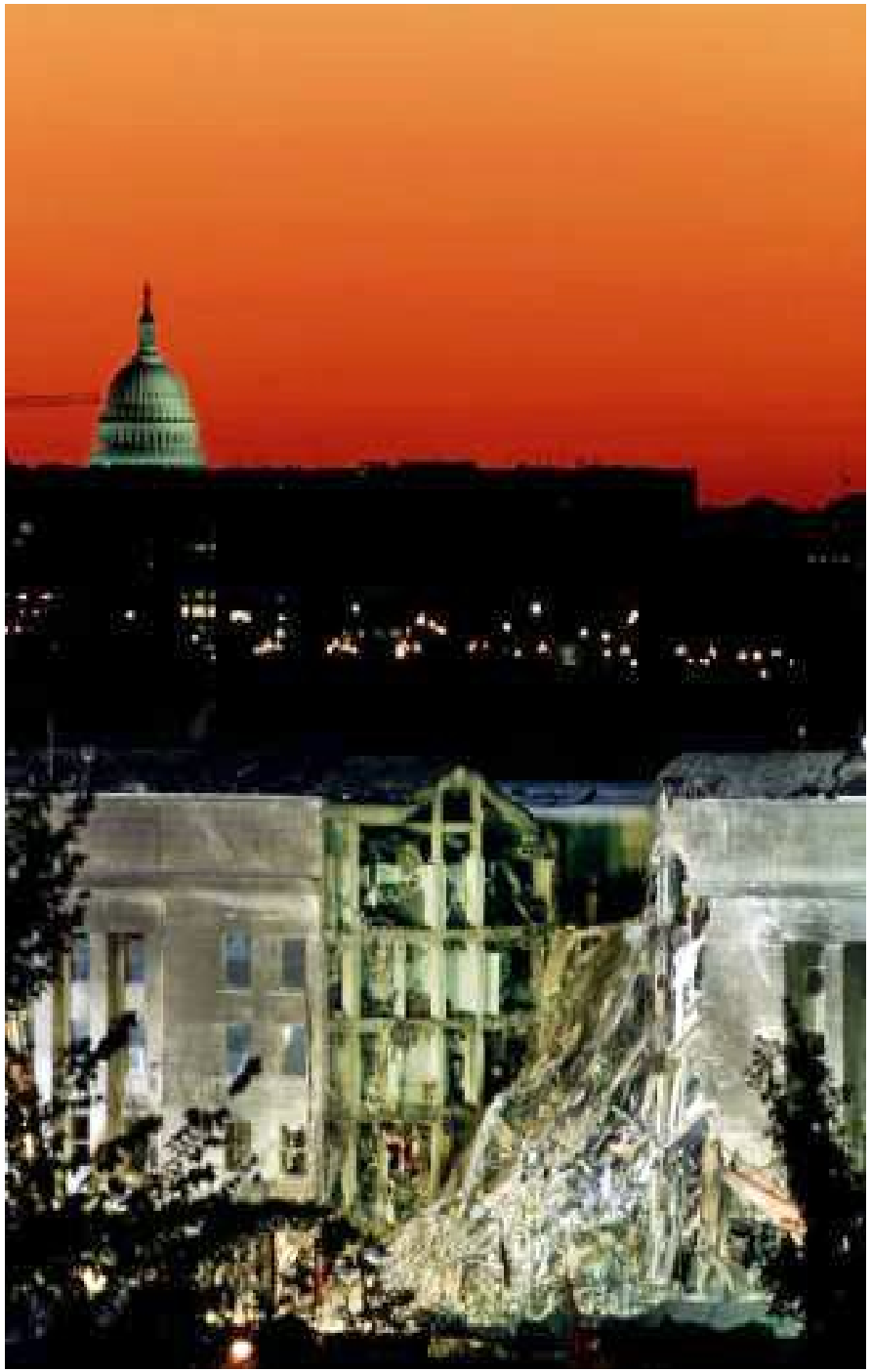

FDNY
F.D. N.Y.
AMBULANCE
F.D. N.Y.
amec






In Memory
FIRE DEPARTMENT
CITY OF
NEW YORK
BUREAU OF EMS
9-11-01
FIRE DEPARTMENT
CITY OF
NEW YORK
9-11-01
POLICE
DEPARTMENT
CITY OF NEW YORK
PORT AUTHORITY
POLICE
NEW YORK
NEW JERSEY
EMERGENCY MEDICAL SERVICE
CITY OF NEW YORK
of The Lost
www.thelunatick.com/wtcmemorial

The Pentagon
Arlington, Virginia












THE PENTAGON MEMORIAL
WE CLAIM THIS GROUND IN REMEMBRANCE OF THE EVENTS OF SEPTEMBER 11, 2001
TO HONOR THE 184 PEOPLE WHOSE LIVES WERE LOST, THEIR FAMILIES, AND ALL THOSE WHO SACRIFICE THAT WE MAY LIVE IN FREEDOM
WE WILL NEVER FORGET







9/11 Casualties remembered at the Pentagon.

Flight #93 Memorial
Shanksville, Pennsylvania








93


FIREMAN
BOARDMAN
FIRE DEPARTMENT
DELMAR
FIRE DEPT.
U.S. MARINES
AQRIAN
AMERICAN LEGION
POST 348
DUNCANNON, PA
MICHIGAN
AMERICAN LEGION
POST 172
VERSAILLES, IN
AMERICAN LEGION
POST 34
NORTHVILLE, N.Y.
FREEDOM


SHANKSVILLE




NYPD


9/11 Remembered

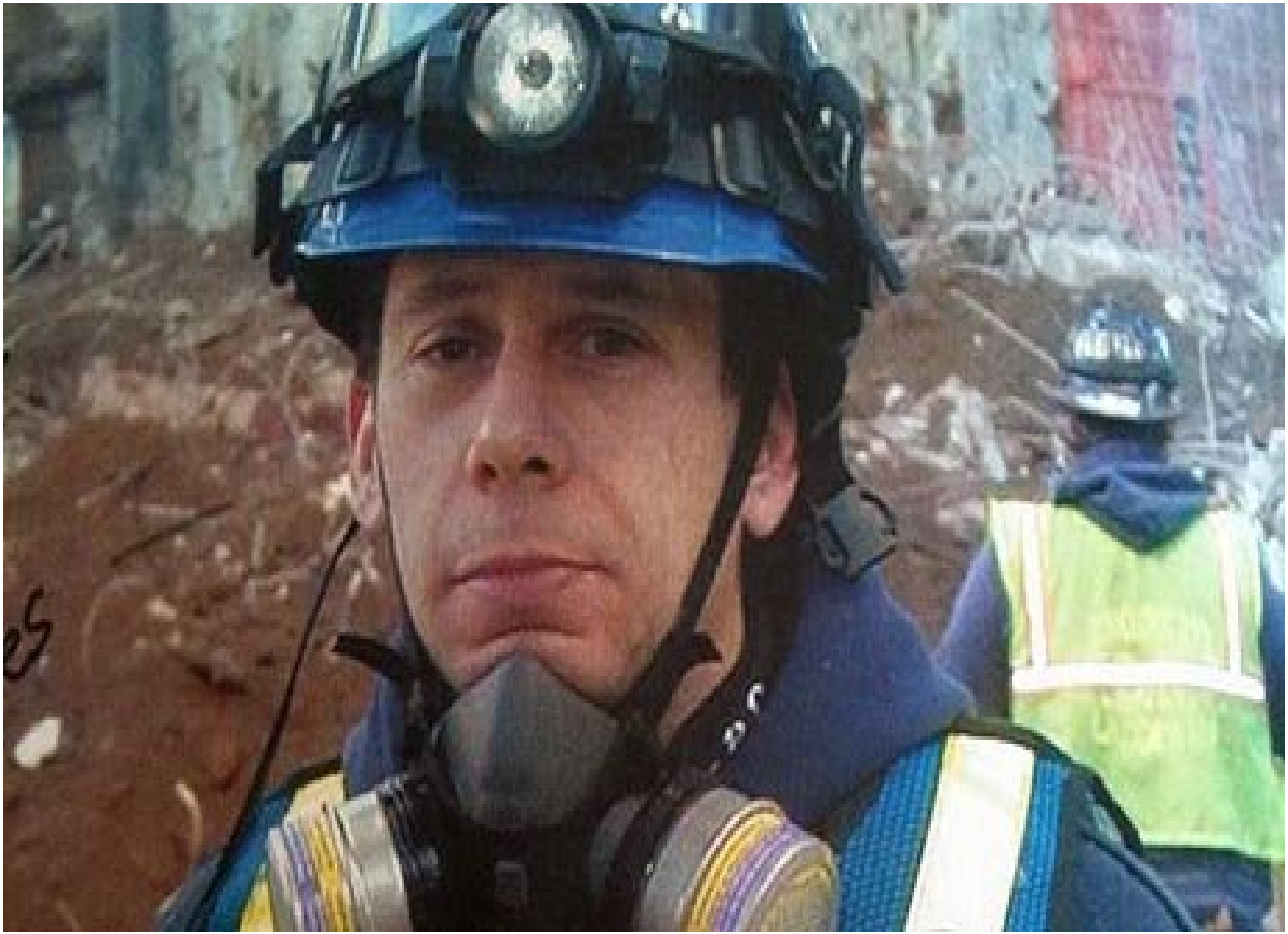





BRANFORD










IN MEMORY OF
GOD BLESS AMERICA!
LAND OF THE FREE, HOME OF THE BRAVE!!
OUR HEROS
THOMAS J. SGROI
JOSEPH AGNELLO
VERNON CHERRY
KATHLEEN MORAN
ANGEL
JUARBE
PHILIP PETTI
DANIEL SUHR
RAYMOND YORK
RICHARD
MICHAEL QUILTY
THOMAS LANGONE
MICHEAL ROBERTS
BOBBY GATES
CHRIS
DANIEL
JOSEPH ANGELINI SR. JR.
JOHNSTON
RAY
DOWNEY
JAMES
LEAHY
FDNY

3446 lives were lost on September 11, 2001:

246 on airplanes
2605 at the World Trade Center
184 in the Pentagon
341 FDNY Firefighters
2 FDNY Paramedics
2 Private EMT workers
23 Police Officers, NYPD
37 Port Authority Officers


NEVER FORGET
New York, NY
SHANKSVILLE, PA
FLIGHT 93
Let's Roll
Washington, DC
MEANS NEVER FORGET


NEVER FORGET!
WTC Missing Person
I ♥ NY








THE PENTAGON
SEPTEMBER 11, 200
ORDIO H SHALLWOOD ITC USN
CARY F SMITH LTC USA RET
+ MARI-SAT SOPHIA
+ ROBERT SPERMAN
PATRICIA J STATZ
EDNA L STEPHENS
+ NORMA LANG STEUERLE
LARRY L STRICKLAND SCPO
+ HILDA E TAYLOR
JOE F TAYLOR LTC US
+ LEONARD E TAYLOR
SANDRA C TAYLOR
+ SANDRA D TEAGUE
KARL W THIM LTC USA
TAMARA C THURMAN SGT
OTIS V TOLBERT LCDR U
WILLIE Q TROY SSG USA R
RONALD J VANE LCDR USN
KAREN J WAGNER LTC USA
META L (PULLIN) WALLER
CHIN SUN PAK WELLS SPC US
MAUDLIN A WHITE SSG USA
SANDRA L WHITE
ERNEST M WILLIAMS
DAVID L WILLIAMS LCDR US
DWAYNE WILLIAMS MAJ US
MARVIN ROGER WOODS RMC US
+ JOHN D YARMICKY SR CAPT U
+ YUKO YAMADA
KEVIN W YOKUM IT2 USN
DONALD M YOUNG ITC USN
EDMOND Q YOUNG JR
LISA L YOUNG
+ YUQUANG ZHENG & SHU J
+ = NO INSTA
+ = AMERICAN





One World Trade Center

Opening: November 3, 2014

New York City

Photo courtesy of Jack7/Getty Images



NEVER, NEVER FORGET!

Photo courtesy of *poolmagazine.com*, 09/09/2021

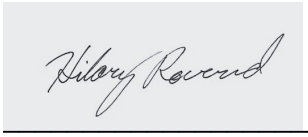


In remembrance of all who died,
September 11, 2001.

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:4

Agenda Item: City Council Meeting Minutes

Executive Summary: City Council are asked to formally approve the meeting minutes of August 15, 2026, Regular City Council Budget Workshop meeting.

Requested Action / Suggested Motions: Pass a Motion approving the minutes from the of August 25, 2026, Regular City Council Budget Workshop meeting.

Responsible Staff Member: Michelle Davis, Assistant City Clerk, and Susan Blankenship, City Clerk

Reviewed and Approved By: Susan Blankenship, City Clerk

Attachments:

08 25 2026 City Council Budget Workshop Meeting Minutes.pdf

City of South Lake Tahoe
City Council Budget Workshop
Meeting Minutes
Tuesday, August 25, 2026 at 9:00 am
1901 Lisa Maloff Way

NOTE: The Meeting Minutes represent actions taken during the meeting of the City Council. Complete Council member discussions on Regular Session meeting items can be viewed in archived video recordings on the City's website at http://www.cityofslt.us Public submittals on items are retained in the administrative record and can be viewed in the City Clerk's repository at http://www.cityofslt.us

Land Acknowledgement
Mayor Pro Tem Roberts read the Land Acknowledgement.

Call to Order/Pledge of Allegiance
Mayor Pro Tem Roberts called the meeting to order at 9:08 a.m.

Roll Call
Present were Mayor Pro Tem Roberts, and Councilmembers Robbins, Jinkens, and Horgan. Mayor Bass was present over Zoom due to just cause provision of the Brown Act related to illness and noted no one over the age of 18 was present.

Also present were City Clerk Blankenship, Interim City Attorney Rudin, and City Manager Roverud.

Closed Session Report
None.

Public Communications
General Public Comments were heard from the following people:
1. Lou Perini- Subsidizing tourism, complete streets project, audit of motel association, Liberty Utility rates
2. Kathy Zollinger, Bear League- Bear box requirements in campgrounds, blinking "watch for wildlife" signs
3. Kelly O'Hare- Possible grant funding for additional police officer position, limit lines on streets needed
4. Melissa Soderston- Tourism advertising, more wildlife signage, lowering speed limits, upcoming TRPA meeting regarding glyphosate, defensible space
5. Angie Reagan- "Community for All" in City budget

Written public comment was received from the following person:
1. Danielle Hughes, Tahoe SPARK- Joint Legislative Committee on Climate Change Policies memorandum

City Commission Reports
Stacey Ballard, Chair- Arts, Culture, and Tourism Commission- provided verbal report

Consent Agenda
Action: Moved/Seconded: Jinkens/Horgan
Yes: Bass, Roberts, Robbins, Jinkens, Horgan
Action: Passed the Consent Agenda.

1. **City Council Meeting Minutes**
   Action: Passed **Motion 2026-113** approving the minutes from the August 11, 2026, City Council meeting.

2. **Construction Agreement Award for El Dorado Beach Revetment Phase 2 with Globe Engineering Development in the amount of $697,600 and Amendment to Agreement No. 2 with Stantec Consulting Services, Inc. for El Dorado Beach Revetment and Improvements Project**

   Action: 1) Passed **Resolution 2026-071** authorizing and directing the Director of Finance to transfer $14,500 from the Stormwater operational budget and $150,000 from the Johnson Blvd Complete Streets Project account to the El Dorado Beach Revetment and Improvements Project account, and 2) Passed **Motion 2026-114** finding the El Dorado Beach Revetment and Improvements Project, Phase 2, to be exempt from the California Environmental Quality Act pursuant to CEQA Guidelines section 15304, authorizing and directing the Mayor to execute an Agreement with Globe Engineering Development **(C-224-2026)** for the El Dorado Beach Revetment Phase 2 Project for a not to exceed amount of $697,600, authorizing the Director of Public Works to use contingency up to a cumulative amount of $115,000, and authorizing and directing the Mayor to execute Amendment No. 2 **(C-229-2026)** to the Professional Services Agreement with Stantec Consulting Services, Inc. (C-016-2026) for $23,119.
   Public comment was heard from the following person:
   1. Lou Perini

3. **Memorandum of Understanding between the California Tahoe Conservancy and the City of South Lake Tahoe**
   Action: Passed **Motion 2026-115** authorizing the Mayor to execute an MOU with the California Tahoe Conservancy **(C-223-2026)** to coordinate the City's Southern Nevada Public Land Management Act (SNPLMA) hazardous fuels reduction project with the Lyon's Ranch project on Conservancy land.

4. **Acceptance and Appropriation of TRPA Mitigation Funding and Transfer of Funding for the Upper Bijou Park Creek Watershed Restoration Project and Construction Agreement Award for Tamarack Culvert Replacement Project with Tinkers in the amount of $290,711.40**
   Action: 1) Passed **Resolution 2026-072** authorizing and directing the Director of Finance to appropriate $96,240 in TRPA Mitigation Funding to the Upper Bijou Park Creek Watershed Restoration Project and authorizing and directing the Director of Finance to transfer $60,000 from the Stormwater operational budget to the Upper Bijou Park Creek Watershed Restoration Project Account, and 2) Passed **Motion 2026-116** finding no additional review of the Upper Bijou Park Creek Watershed Restoration Project needed under the California Environmental Quality Act pursuant to CEQA Guidelines section 15162, authorizing and directing the Mayor to execute an Agreement with Tinkers for the Tamarack Culvert Replacement Project for a not to exceed amount of $290,711.40, and authorizing the Director of Public Works to use contingency up to a cumulative amount of $60,000.

Regular-New Business

5. Discussion and Direction to Staff Regarding Budgeting For Playfields Consortium/ LTCC Pickleball and Tennis Project, and Approval of Waiver of Permit Fees up to $36,000

Action: Moved/Seconded: Jinkens/Horgan
Yes: Bass, Roberts, Robbins, Jinkens, Horgan
Action: Passed **Motion 2026-117** approving a waiver of permitting fees of up to $36,000 for the pickleball and tennis courts project proposal, direct staff to budget for annual contributions from the General Fund estimated to be $ 9,851 towards maintenance staff and $14,313 towards a maintenance improvement sinking fund.
Note: Councilmember Robbins requested an item be brought back for general policy adjustments related to approval and waiver of permit fees (Roberts seconded).
The following person addressed the Council:
1. Amy Chitton, Lake Tahoe Community College Vice President of Administrative Services

Public Comment was heard from the following people:
1. Nick Speal
2. Melissa Soderston

6. Consider Adoption of Fiscal Year 2026-2027 Recommended Budget

Action: Moved/Seconded: Jinkens/Robbins
Yes: Bass, Roberts, Robbins, Jinkens, Horgan
Action: 1) Passed **Resolution 2026-073** Approving FY 2026-2027 Municipal Operating and Capital Improvement Program Budget; and (2) Passed **Resolution 2026-074** Approving FY 2026-2027 List of Allocated Permanent Positions.
Note: Councilmember Robbins requested an item be brought back regarding AI use Policy for Police investigations (Horgan seconded).
Public Comment was heard from the following people:
1. Nick Speal
2. Melissa Soderston
3. Kelly O'Haire

Agenda Planning Calendar

7. Agenda Planning Calendar

Action: Received and filed.

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

City Manager Roverud

1. Upcoming Multicultural Celebration September 12 at Bijou Community Park

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

Mayor Pro Tem Roberts

1. Requested an agenda item regarding designating Heavenly Village as an Event Zone (Jinkens seconded).

Councilmember Robbins

1. Mayor Bass' statement of January 13, 2026, that he would resign as Mayor if found guilty.

Councilmember Horgan

1. Trash messaging needs to be consistent with outside agencies regarding bear access to trash.

Adjournment

Mayor Pro Tem Roberts adjourned the meeting at 3:00 p.m.

Approved by:

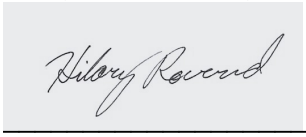
_____ Date:_____
Cody Bass, Mayor

Attest:_____ Date:_____
Susan Blankenship, City Clerk

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 5

Agenda Item: Adoption of Fiscal Year 2026-2027 Investment Policy and Authority

Executive Summary: City Council will formally consider the City's Investment Policy and reaffirm its use for Fiscal Year 2026-2027. California law requires public agencies to annually present a formal investment policy to City Council for approval. The Fiscal Year 2026-2027 Investment Policy includes several changes, which are described in the staff report and identified in Attachment 04. The Investment Policy formally delegates investment authority to the City Treasurer and authorizes the City Manager to designate a second official, the Finance Director, to perform investment management duties during the absence of the City Treasurer. The policy prioritizes safety, liquidity, and yield, in that order, and establishes limits on investment maturities, the percentage of the City's portfolio that may be invested in various instruments, and the maximum amount that may be invested in specific instruments. The policy also prohibits certain types of investments deemed to carry greater risk. City staff prepares a quarterly report on the status of the City's investments, which is reviewed by the City Treasurer and presented to the City Council. The most recent report, for the quarter ended March 31, 2026, was presented at the May 19, 2026 City Council meeting, with the next quarterly report scheduled for September 22, 2026. The City's primary investment instrument is the Local Agency Investment Fund (LAIF), a California state investment pool, which represented approximately 62% of the City's investment portfolio as of March 31, 2026. LAIF is highly liquid, relatively safe, and typically generates a competitive yield. The yield was 3.826% as of March 31, 2026. The City's other primary investment instruments include securities of the U.S. Government or its Agencies and certificates of deposit.

Requested Action / Suggested Motions: Pass a Resolution delegating investment authority to the City Treasurer and adopting the City Investment Policy for the fiscal year from October 1, 2026 to September 30, 2027

Responsible Staff Member: Olga Tikhomirova, Director of Finance

Reviewed and Approved By: Susan Blankenship, City Clerk Sergio Rudin, Interim City Attorney

Attachments:

- 02-Resolution Investment Policy 2026-2027.docx
- 03-Investment Policy - 2026-2027 (Exh. A to Reso).pdf
- 04-Investment Policy - 2026-2027 redline.pdf
- 01-Staff_Report_Investment_Policy_2026-2027.docx

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Fiscal Year 2026-2027 Investment Policy

Location: Citywide

Responsible Staff Member: Olga Tikhomirova, Director of Finance
David Olivo, City Treasurer

Background: California Government Code section 53646 provides for public agencies to adopt and maintain a written investment policy governing the investment of agency funds.

In accordance with the City's adopted financial policies, the annual review of the City's investment policy has been completed.

The Investment Policy includes Attachment A, which serves as a quick reference guide to permitted investments and the applicable investment guidelines. The guide serves as an easy reference to verify that investment purchases are made in accordance with the City Council adopted resolution, helping to minimize risk exposure while maximizing investment opportunities.

The most recent glossary of terms from the Association of Public Treasurers of the United States and Canada is provided for added clarification.

Issue and Discussion: The annual review of the Investment Policy resulted in the following proposed changes:

IX. REVIEW OF INVESTMENT PORTFOLIO

- Added a requirement for a quarterly review of the investment portfolio by the City Treasurer to ensure compliance with the Investment Policy and state law.

XIII. DIVERSIFICATION

- Part 4 – Revised the maximum maturity for Commercial Paper to 397 days.
- Part 5 – Revised the maximum aggregate investment in Medium-Term Corporate Notes to $3,000,000 per issuer.

XIV. MAXIMUM MATURITIES

- Revised the minimum percentage of idle funds that may be placed in investments that can be liquidated for at least face value in the event of emergency. Clarified that the five-year maximum maturity is measured from the settlement date and that forward settlement on new issues may not exceed 45 days from the time of investment.

XVIII. GUIDELINES

- Removed redundant explanations of City's investment policy percentages and definitions.

ATTACHMENT A

- Updated the guidelines for Commercial Paper and Medium-Term Corporate Notes to reflect the changes made in Section XIII.

Financial Implications: Maintaining an Investment Policy that is current with applicable laws, governmental accounting standards, and compliance requirements is essential to the prudent management of the City's financial assets and resources. The proposed updates provide additional clarity and ensure that the City's investment guidelines remain aligned with current requirements and practices.

Environmental Considerations: These policy additions and amendments are not a project requiring review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(4) (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: Updating the investment policy yearly ensures it is in compliance with applicable California State law.

Resolution 2026-XXX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Delegating investment authority to the City Treasurer and reconfirming and adopting the City Investment Policy for the fiscal year October 1, 2026 through September 30, 2027

BACKGROUND

A. In accordance with California law, the City has maintained a formal investment policy for many years.

B. City policy requires annual review and approval of the investment policy by the City Council.

C. The Fiscal Year 2026-2027 policy presented for Council review and approval is submitted with several changes which are explained in the staff report and are incorporated in the attached Exhibit A.

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 reconfirms and adopts the Fiscal Year 2026-2027 Investment Policy (attached hereto as Exhibit A).
2. Delegates formal investment authority to the City Treasurer and the Finance Director (as designated by the City Manager, in the absence of the City Treasurer).

Adopted by the City of South Lake Tahoe City Council on September 8, 2026 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Cody Bass, 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

CALIFORNIA

Investment Policy
Fiscal Year 2026-2027

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I. POLICY

This policy is intended to provide guidelines for the prudent investment of the City of South Lake Tahoe's (City) funds and to enhance the economic status of the City while protecting its pooled cash. Funds will be invested in accordance with this policy and with applicable sections of the California Government Code.

II. SCOPE

This investment policy applies to all financial assets of the City which are available for investment by the City's Treasurer. These funds are accounted for in the City's Comprehensive Annual Financial Report and include:

- General Fund
- Special Revenue Funds
- Debt Service Funds
- Capital Project Funds
- Enterprise Funds
- Internal Service Funds
- Fiduciary Funds

The following assets are exempt from the policy: proceeds of City bond issues, Hourly/ Part-time Employee Retirement Plan, Other Postemployment Benefits Plan, Pension Rate Stabilization Trust Fund and assets held by the City as fiduciary for other agencies and subject to separate agency agreement(s). The exempt assets are invested in accordance with regulations established by the State of California and any agreements specific to the funds.

III. PRUDENCE

The standard of prudence to be used for managing the City's investments shall be California Government Code Section 53600.3, the prudent investor standard, which states "when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

IV. OBJECTIVE

1. **Safety**: Safety of principal is the foremost objective of the investment program. Investments of the City shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this objective, the City will diversify its investments by investing funds among a variety of securities offering independent returns and financial institutions.

2. **Liquidity**: The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements which might be reasonably anticipated.

3. **Yield on Investments**: The City's investment portfolio shall be designed with the objective of attaining a benchmark rate of return throughout budgetary and economic cycles, commensurate with the City's investment risk constraints and the cash flow characteristics of the portfolio.

V. DELEGATION OF AUTHORITY

Authority to manage the City's investment program is derived from California Government Code 53607. Management responsibility for the investment program is hereby delegated to the City Treasurer who shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of subordinate officials, and their procedures in the absence of the City Treasurer.

The City Manager shall designate an official to manage investments and designate a second official to perform investment management during absences of the primary designee. The City Manager shall insure that competent investment management is maintained and shall insure that, if both designated investment officials are replaced or are simultaneously absent, any temporary replacement(s) shall be closely supervised, and indoctrinated in the requirements of this Statement of Investment Policy, and given written investment procedures, regulating the authority to invest in maturities beyond six months by means of appropriate controls and restraining requirements. The City Manager shall authorize preparation and filing of documents with all financial institutions with which the City conducts investment activities certifying the names of those persons authorized to effect trades on behalf of the City.

1. Investment Procedures: The City Treasurer shall establish written investment policy procedures for the operation of the investment program consistent with this policy. The procedures should include reference to: safekeeping, SIFMA master repurchase agreements, wire transfer agreements, banking service contracts and collateral/depository agreements. Such procedures shall include explicit delegation of authority of persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the City Treasurer.

VI. ETHICS AND CONFLICT OF INTEREST

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or which would impair their ability to make impartial investment decisions. Employees and investment officials shall disclose to the City Manager any material financial interests in financial institutions that conduct business within their jurisdiction, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the City. All the City's employees who are listed on the City's Conflict of Interest Policy are required by the Fair Political Practices Commission to complete and file a Form 700 annually. All persons, broker/dealers, financial institutions and advisors providing investment services or bond issuance shall disclose to the Treasurer all fee sharing, fee-splitting, and commission arrangements with other entities or persons prior to the City agreeing to buy an investment or issue bonds.

VII. AUTHORIZED FINANCIAL DEALERS AND INSTITUTIONS

To promote the optimum yield on the investment of City funds, investment procedures shall be designed to encourage competitive bidding on transactions from approved financial institutions or broker/dealers.

1. The City Treasurer will maintain a list of financial institutions and broker/dealers authorized to provide investment services to the City who are authorized to provide investment services in the State of California. An eligible designation does not guarantee that the City will do business with the firm or institution;

    1.1 Must certify that they have read and agree to comply with the investment policies of the City.
    1.2 Must be a "primary" or regional dealer that qualifies under the Securities and Exchange Commission Rule 15C3-1 (Uniform Net Capital Rule).
    1.3 Must be experienced in institutional trading practices and familiar with the California Government Code as related to investments for local governmental agencies.
    1.4 Must have been in business for at least three years.
    1.5 Must provide current audited financial statements.
    1.6 Must provide proof of Financial Industry Regulatory Authority certification.

2. All financial institutions in which the City's public funds are deposited will supply the Treasurer with the following;

    2.1 Current audited financial statements.
    2.2 Depository contracts.
    2.3 Proof that the institution is State or Federally chartered.

VIII. AUTHORIZED AND SUITABLE INVESTMENTS

The City is empowered by statute to invest in the following types of securities: (see Section XII for a description of each investment type)

1. Certificates of Deposit (or Time Deposits) placed with commercial banks and or savings and loan institutions.
2. Bankers' Acceptances.
3. Securities of the U.S. Government or its agencies.
4. Commercial Paper.
5. Medium-Term Corporate Notes.
6. Local Agency Investment Fund (State Pool) Demand Deposits, (LAIF).
7. Negotiable Certificates of Deposit.
8. Passbook Savings Account Demand Deposits.
9. Government Security Mutual Funds.
10. Money Market Mutual Funds.
11. Bonds, Notes or California State and Local Agencies.
12. Bond proceeds may be invested as authorized by California Government Code 53601(m) but may also be invested in authorized investments as outlined in bond covenants and agreements.
13. Notes, Bonds and other securities of all fifty United States.
14. Supranationals

Attachment A: Investment Guidelines Summary Table

Prohibited Investments: The following investments are either prohibited by law or authorized by law and prohibited by the City Treasurer. Under Provisions of California Code 53601.6 the City shall not invest any funds covered by this Investment Policy in inverse floaters, range notes, interest-only strips derived from mortgage pools or any investment that may result in a zero-interest accrual if held to maturity. Also, the City shall not invest in Reverse Repurchased Agreements and Mortgage Pass Through Securities.

IX. REVIEW OF INVESTMENT PORTFOLIO

The securities held by the City must be in compliance with Section VIII Authorized and Suitable Investments at the time of purchase. At least quarterly the City Treasurer shall review the portfolio to identify any securities that do not comply with this policy. The City Treasurer shall establish procedures to report to the City Council major and critical incidences of noncompliance identified as a result of the portfolio review.

X. INVESTMENT POOLS/MUTUAL FUNDS

A thorough investigation of the pool/funds is required prior to investing, and on a quarterly basis. There shall be a questionnaire developed which will answer the following general questions:

- A description of eligible investment securities, and a written statement of investment policy and objectives.
- A description of interest calculations and how it is distributed, and how gains and

losses are treated.

- A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced, and the program audited.
- A description of who may invest in the program, how often, what size deposit and withdrawal are allowed.
- A schedule for receiving statements and portfolio listings.
- Are reserves, retained earnings, etc. utilized by the pool/fund?
- A fee schedule, and when and how is it assessed.
- Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

XI. COLLATERIZATION

Collateralization will be required on two types of investments: certificates of deposit and sweep checking accounts. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 110% of market value of principal and accrued interest.

The City chooses to limit collateral to the following: certificates of deposit and sweep checking accounting held by an independent third party with whom the entity has a current custodial agreement. Clearly marked evidence of ownership (safekeeping receipt) must be supplied to the entity and retained. The right of collateral substitution is granted.

Collateral for other investments must be 110% of principal for government securities. and 150% of principal for first mortgages.

XII. SAFEKEEPING AND CUSTODY

All security transactions entered into by the City shall be conducted on a delivery-versus payment (DVP) basis. Securities will be held by a third-party custodian designated by the Treasurer and evidenced by safekeeping receipts.

XIII. DIVERSIFICATION

The City will diversify its investments by security type and institution in order to reduce portfolio risk while maintaining average market rates.

Security Type and Institution - Authorized pools, and any portfolio or institutional limits shall comply with California Government Code. Investments are further limited by specific language relating to each investment type as stated below.

Maximum Maturities - To the extent possible, the City Treasurer will attempt to match investments with anticipated cash flow requirements. The City's portfolio will be directly invested in securities with a maturity of no more than five years from the date of purchase.

The City Treasurer may invest in the following types of Investment Instruments:

1. Certificate of Deposit: Certificates of deposit of up to $250,000 are federally insured. Beyond that amount, these CDs must be collateralized with the collateral held separately from the issuing institution. The value of the investment must have collateral of at least 110 percent if government securities, or collateral of at least 150 percent if mortgage-backed securities. Statute does not limit CDs, however, this Investment Policy shall limit such investments to a maximum of 25 percent of the portfolio (GC 53601(i)). In addition, time deposits shall be placed in institutions meeting all capital requirements and which maintain a rating equivalent to FDIC rating of "One" or "Two" or a Sheshunoff performance rating of A or better.

2. Bankers' Acceptances: The maximum investment with any one institution will not exceed $1.0 million. The maximum maturity will be 180 days. The maximum proportion of City funds invested in Bankers' Acceptance shall not exceed 20% of the total City portfolio. Maximum 5% invested per issuer. (Note: California Government Code allows a maximum of 40%).

3. Securities of the U.S. Government or its Agencies: Maximum maturity is five years.

4. Commercial Paper: Commercial paper will be used solely as a short-term investment not to exceed 397 days. Commercial paper will be of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization. Maximum $2,000,000 combined any issuer, maximum 25% of City portfolio, highest letter and number rating by a Nationally Recognized Statistical Rating Organization (NRSRO).

5. Medium-Term Corporate Notes: The City may invest in medium-term corporate notes with a maximum of five years maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

Notes shall be rated in a rating category of "A" or its equivalent or better by a nationally recognized rating service. The maximum proportion of City funds invested in Medium Term Corporate Notes shall be A rated or higher and shall not exceed 30% of the total City Portfolio. The maximum investment per issuer will not exceed $3,000,000.

6. Local Agency Investment Fund (State Pool): The investment with LAIF may not, by state regulation, exceed $75 million. LAIF transactions, by LAIF guidelines, are not to exceed 15 per month.

7. Negotiable Certificates of Deposit: The maximum maturity is five years. The maximum investment is 30% of the total City Portfolio. Maximum 5% or $1,000,000 invested per issuer. Negotiable Certificates of Deposits (NCD) shall be evaluated in terms of the credit worthiness of the issuer, as these deposits are uninsured and uncollateralized notes.

8. Passbook Savings Account Demand Deposits: This account shall be maintained solely for the following purposes:

a. Investment of amounts over $100,000.00 received too late in the day to invest in other

instruments; or,

b. Investment of amounts under $100,000.00 for periods of up to ten working days in order to fine-tune cash flow and minimize LAIF transactions in a given month.

9. Government Security Mutual Funds: Shares of beneficial interest (mutual funds) issued by diversified management companies investing in securities/obligations authorized by California Government Code Section 53600, et. seq., and complying with Section 53601, are permitted investments. Section 53601(l) further defines requirements. A maximum of 20 percent of the portfolio may be so invested.

10. Money Market Mutual Funds: Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1 et seq.). Must receive the highest ranking or the highest letter and numerical rating by no less than two nationally recognized rating services. A maximum of 20 percent of the portfolio may be so invested.

11. Bonds, Notes or other evidence of indebtedness issue by the California State and Local Agencies: Bonds issued by the local agency, including bonds payable solely out of the revenues from revenue -producing property owned, controlled, or operated by California state or local agency, or by a department, board, agency, or authority of the local agency as authorized by California Government Code 53601 (a). Notes eligible for investment shall be rated in a category of "A" or its equivalent by two Nationally Recognized Rating Organizations.

Bonds, notes, warrants, or other evidence of indebtedness of any local agency within this state, include bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. A maximum of 20% of the portfolio may be so invested.

12. Bond Proceeds: Section 53601 (m) allows greater flexibility with respect to the types of investments that may be made with bond proceeds. Specifically, the law permits money from bond proceeds, obligations under a lease, installment sales, or other agreements of a local agency to be invested in any security that meets the statutory provisions governing the issuance of the bond or other agreements made by the issuing agency. In doing so, this section of the code recognizes that outstanding contracts between issuers and bond holders may not comply with the investment statutes and gives local agencies greater discretion in how to invest bond proceeds.

13. U.S. Treasury Notes and Bonds: Registered Treasury notes or bonds of all 50 United States including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency or authority of the state as authorized by California Government Code 53601 (c) and (d). Maximum maturity is five years.

14. Supranationals: United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States.

Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30 percent of the total City Portfolio.

XIV. MAXIMUM MATURITIES

To the extent possible, the City will attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow and authorized by the City Council, the City will not directly invest in securities maturing more than five years from the date of purchase.

The City will not directly invest in securities maturing more than five years away from the settlement date. Forward settlement on new issues may not exceed 45 days from time of investment. At least 30% of idle funds can be placed in investments which can be liquidated for at least face value in the event of an emergency. The City uses LAIF and Money Market Funds for its idle funds to ensure this requirement is met.

XV. INTERNAL CONTROL

The Treasurer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures.

The Finance department shall establish a system of internal controls, which shall be documented in writing. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the City. Controls deemed most important include; control of collusion, separation of duties, separating transition authority from accounting and record keeping, custodial safekeeping, clear delegation of authority, specific limitations regarding securities losses and remedial action, written confirmation of telephone transactions, minimizing the number of authorized investment officials, documentation of transactions and strategies, and ethical standards.

XVI. PERFORMANCE STANDARDS

The investment portfolio will be designed to attain at least a market-average rate of return during budgetary and economic cycles. Whenever possible, and consistent with risk limitations as defined herein and prudent investment principles, the Treasurer shall seek returns in the range of the average rate of return of the 2-year CMT (Constant Maturity Treasury) whose maturity most closely matches the average maturity of the portfolio. In addition, the City portfolio will be compared with LAIF and the goal is to maintain a higher positive annual yield than LAIF's annual yield.

1. Investment Strategy: The City's investment strategy is to buy and hold investments until maturity. However, the Treasurer may sell a security due to adverse changes in credit risk or due to unexpected cash flow needs.

2. Market Yield (Benchmark): The basis used by the Treasurer to determine whether market yields are being achieved shall be the rates of return from the following combination of indices: Local Agency Investment Fund (LAIF) and 3-month, 6-month, and 1-year Treasury Bills.

3. Review: The investment policy shall be reviewed at least annually by the City Manager and Finance Director and approved by the City Council to ensure its consistency with the overall objectives of safety (including diversification), liquidity and return, as well as its relevance to current law and financial/economic trends.

The City's philosophy prohibits speculation; i.e., the purchase of securities with the intent to profit from favorable changes in market prices or market conditions. Leveraging or borrowing money for the purpose of investing is specifically prohibited.

XVII. REPORTING

The City Treasurer shall provide investment information to City Council.

Periodic Reports – If any, the City Treasurer will provide a monthly transaction report of all investments including any pooled investment fund portfolio to the City Council, City Manager, Chief Financial Officer and City Clerk. Also, within thirty days of the end of each quarter a full report of the City's operational cash investment portfolio report will be provided with additional information such as market pricing. This report shall include the type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and moneys held by the local agency, and shall additionally include a description of any of the local agency's funds, investments, or programs, that are under the management of contracted parties, including lending programs. With respect to all securities held by the local agency, and under management of any outside party that is not also a local agency or the State of California Local Agency Investment Fund (LAIF), the report shall also include a current market value as of the date of the report and shall include the source of this same valuation.

Annual Report – This investment policy will be presented annually following the close of the fiscal year, to the City Council for approval.

Financial Statements per GASB #31 – City Treasurer will provide the portfolio's market value gains/losses to Finance to be incorporated in the fiscal year-end balance sheet.

Financial Statements per GASB #40 – Effective June 30, 2005, additional disclosure is required. City Treasurer will provide detailed maturity and rating information to Finance to be incorporated in the Annual Comprehensive Financial Report (ACFR).

XVIII. INVESTMENT POLICY ADOPTION

The City's investment policy shall be adopted by resolution of the City's legislative authority. Per Government code, the policy shall be reviewed annually by the City Council and any modifications made thereto must be approved by the City Council.

Attachment A:

The City's specific permitted investment guidelines are summarized below. It should be noted that the City's permitted investments are more restrictive than the State guidelines.

PERMITTED INSTRUMENTS	CITY GUIDELINES
Certificates of Deposits	5 years / 25% max / $250,000 max per issuer
Bankers Acceptances	180 days / 40% max / 5% per issuer/20% max per City Investment policy
Securities of the U.S. Government or its Agencies	5 years / no limit
Commercial Paper	397 days / 25% max / 5% per issuer combined / highest letter and number rating by an NRSRO
Medium-Term Corporate Notes	5 years / 30% max / $3,000,000 combined any single Issuer / max of 30% of portfolio / A rated or higher
Local Agency Investment Fund (State Pool)	LAIF $75,000,000 / no limit
Negotiable Certificates of Deposit	5 years / 30% max / lesser of 5% or $1,000,000 per issuer/ $250k max per FDIC brokered CD per issuer
Passbook Savings Account	10 days / investments under $100,000
Government Security Mutual Funds	20% max / 10% per issuer
Money Market Mutual Funds	20% max per issuer
Bonds, Notes issued by: California State and Local Agencies	5 years / 20% max / 5% per issuer
Bond Proceeds	See section XII - number 11
U.S. Treasuries Notes and Bonds	5 years / no limit
Supranationals	5 years / 30% max / AA rated or better
Reverse Repurchase Agreements	Not allowed
Mortgage Pass Through Securities	Not allowed
Repurchase Agreements	Not allowed

Percentages of investment allocation and investment maximum limits apply at the time of purchase. The designated portfolio manager may at his/her discretion temporarily exceed these guidelines when repositioning the portfolio. Should the manager recommend an extended departure from the diversification's guideline (more than 90 days) City council approval will be required.

The Investment Policy sets forth minimum credit ratings for each type of permitted security. These credit limits apply at the time of the initial purchase of the said security and a subsequent change in rating status does not necessarily force the sale or disposition of the investment. If the security is later downgraded below minimum required levels, the Treasurer and City staff will assess the risk exposure, make a decision on the course of action, and advise the City council.

GLOSSARY

AGENCIES: Federal agency securities.

ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR): The official annual report for the City of South Lake Tahoe. It includes five combined statements for each individual fund and account group prepared in conformity with GAAP. It also includes supporting schedules necessary to demonstrate compliance with finance-related legal and contractual provisions, extensive introductory material, and a detailed Statistical Section.

ASKED: The price at which securities are offered.

BANKERS ACCEPTANCES (BA): A draft or bill or exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill, as well as the issuer.

BENCHMARK: A comparative base for measuring the performance or risk tolerance of the investment portfolio. A benchmark should represent a close correlation to the level of risk and the average duration of the portfolio's investments.

BID: The price offered for securities. (When you are selling securities, you ask for a bid.) See offer.

BROKER: A broker brings buyers and sellers together for a commission.

CERTIFICATES OF DEPOSIT (CD): A time deposit with a specific maturity evidenced by a Certificate. Large-denomination CD's are typically negotiable.

COLLATERAL: Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COUPON: (a) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. (b) A certificate attached to a bond evidencing interest due on a payment date.

DEALER: A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

DEBENTURE: A bond secured only by the general credit of the issuer.

DELIVERY VERSUS PAYMENT (DVP): There are two methods of delivery of securities: delivery versus payment and delivery versus receipt. Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipts is delivery of securities with an exchange of a signed receipt for the securities.

DERIVATIVES: (1) Financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying index or security, and may include a leveraging factor, or (2) financial contracts based upon national amounts whose value is derived from an underlying index or security (interest rates, foreign exchange rates, equities or commodities.)

DISCOUNT: The difference between the cost price of a security and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

DISCOUNT SECURITIES: Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value (e.g., U.S. Treasury bills).

DIVERSIFICATION: Dividing investment funds among a variety of securities and issuers offering independent returns.

FEDERAL CREDIT AGENCIES: Agencies of the Federal government set up to supply credit to various classes of institutions and individuals, e.g., S&L's, small business firms, students, farmers, farm cooperatives and exporters.

FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC): A federal agency that insures bank deposits, currently up to $250,000 per deposit. FEDERAL FUNDS RATE: The rate of interest at which Fed funds are traded. This rate is currently pegged by the Federal Reserve through open-market operations.

FEDERAL HOME LOAN BANKS (FHLB): Government sponsored wholesale banks (currently 12 regional banks), which lend funds and provide correspondent banking services to member commercial banks, thrift institutions, credit unions and insurance companies. The mission of the FHLB's is to liquefy the housing related assets of its members who must purchase stock in their district bank.

FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA): FNMA, like GNMA was chartered under the Federal National Mortgage Association Act in 1938. FNMA is a federal corporation working under the auspices of the Department of Housing & Urban Development, H.U.D. It is the largest single provider of residential mortgage funds in the United States. Fannie Mae, as the corporation is called, is a private stockholder-owned corporation. The corporation's purchases include a variety of adjustable mortgages and second loans in addition to fixed-rate mortgages. FNMA's securities are also highly liquid and are widely accepted. FNMA assumes and guarantees that all security holders will receive timely payment of principal and interest.

FEDERAL FUNDS: Non-interest bearing deposits held by member banks at the Federal Reserve, also used to denote immediately available funds in the clearing sense. Fed Funds also used to refer to these funds.

FEDERAL OPEN MARKET COMMITTEE (FOMC): Consists of seven members of the Federal Reserve Board and five of the twelve Federal Reserve Bank Presidents. The President of the New York Federal Reserve Bank is a permanent member while the other Presidents serve on a rotating basis. The Committee periodically meets to set Federal Reserve guidelines regarding purchases and sales of Government Securities in the open market as a means of influencing the volume of bank credit and money.

FEDERAL RESERVE SYSTEM: The central bank of the United States created by Congress and consisting of a seven-member Board of Governors in Washington, D.C., 12 Regional Banks and about 5,700 commercial banks that are members of the system.

GOVERNMENTAL NATIONAL MORTGAGE ASSOCIATION (GNMA or Ginnie Mae): Securities influencing the volume of bank credit guaranteed by GNMA and issued by mortgage bankers, commercial banks, savings and loan associations, and other institutions. Security holder is protected by full faith and credit of the U.S. Government. Ginnie Mae securities are backed by the FHA, VA or FMHA mortgages. The term pass-throughs is often used to describe Ginnie Maes.

LIQUIDITY: A liquid asset is one that can be converted easily and rapidly into cash without a substantial loss of value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

LAIF (Local Agency Investment Fund): A special fund in the State Treasury which local agencies may use to deposit funds for investment. There is no minimum investment period and the minimum transaction is $5,000, in multiples of $1,000 above that, with a maximum balance of $75,000,000 for any agency. The City is restricted to a maximum of fifteen transactions per month. It offers high liquidity because deposits can be converted to cash in twenty-four hours and no interest is lost. All interest is distributed to those agencies participating on a proportionate share basis determined by the amounts deposited and the length of time they are deposited. Interest is paid quarterly. The State retains an amount for reasonable costs of making the investments, not to exceed one-quarter of one percent of the earnings. The interest rates are competitive with other securities because of pooling the State's surplus cash with the surplus cash deposited. This creates a multi-billion-dollar money pool and allows diversified investments. In a high interest rate market, the City does better than LAIF, but in times of low interest rates, LAIF yields are higher. The City continually invests in the Local Agency Investment Fund.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract covering all future transactions between the parties to repurchase-reverse agreements that establishes each party's rights in the transactions. A master agreement will often specify, among other things, the right of the buyer- lender to liquidate the underlying securities in the event of default by the seller-borrower.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MONEY MARKET FUNDS: Open-ended mutual fund that invests in highly liquid and safe securities (bills, commercial paper, bankers' acceptances, CD's, etc.) and pays money market rates of interest. The fund's net asset value remains a constant $1 a share.

OPEN MARKET OPERATIONS: Purchases and sales of government and certain other securities in the open market by the New York Federal Reserve Bank, as directed by the FOMC, in order to influence the volume of money and credit in the economy. Purchases inject reserves into the bank system and stimulate growth of money and credit; sales have the opposite effect. Open market operations are the Federal Reserves most important and most flexible monetary policy tool.

PORTFOLIO: Collection of securities held by an investor.

PRIMARY DEALER: A group of government securities dealers that submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.

PRUDENT PERSON RULE: An investment standard. In some states the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the state (the so-called legal list). In other states, the trustee may invest in a security if it is one which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.

QUALIFIED PUBLIC DEPOSITORIES: A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a value of not less than its maximum liability and which has been approved by the Public Deposit Protection Commission to hold public deposits.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

REPURCHASE AGREEMENTS (RP OR REPO): A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date. The security Abuyer@ in effect lends the Aseller@ money for the period of the agreement, and the terms of the agreement are structured to compensate him for this. Dealers use RP extensively to finance their positions. Exception: When the Fed is said to be doing RP, it is lending money that is, increasing bank reserves.

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SECURITIES & EXCHANGE COMMISSION: Agency created by Congress to protect investors in securities transactions by administering securities legislation.

SEC RULE 15C3-l: See uniform net capital rule.

STRUCTURED NOTES: Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations, which have imbedded options (e.g., call features, step-up coupons, floating rate coupons, derivative-based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options and shifts in the shape of the yield curve.

SUPRANATIONALS: United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRARO and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to this section.

TREASURY BILLS: A non-interest-bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months, or one year.

TREASURY BOND: Long-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of more than 10 years.

TREASURY NOTES: Medium-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities from 2 to 10 years.

UNIFORM NET CAPITAL RULE: Securities and Exchange Commission requirement that member firms as well as nonmember broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called net capital rule and net capital ratio. Indebtedness covers all money owed to a firm, including margin loans and commitments to purchase securities, one reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

YIELD: The rate of annual income return on an investment, expressed as a percentage. (a) INCOME YIELD is obtained by dividing the current dollar income by the current market price for the security. (b) NET YIELD or YIELD TO MATURITY is the current income yield minus any premium above par or plus any discount from par in purchase price with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

CITY OF
SOUTH LAKE TAHOE

CALIFORNIA

Investment Policy
Fiscal Year 2025~~5~~6-2026~~6~~7

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I. POLICY

This policy is intended to provide guidelines for the prudent investment of the City of South Lake Tahoe's (City) funds and to enhance the economic status of the City while protecting its pooled cash. Funds will be invested in accordance with this policy and with applicable sections of the California Government Code.

II. SCOPE

This investment policy applies to all financial assets of the City which are available for investment by the City's Treasurer. These funds are accounted for in the City's Comprehensive Annual Financial Report and include:

- General Fund
- Special Revenue Funds
- Debt Service Funds
- Capital Project Funds
- Enterprise Funds
- Internal Service Funds
- Fiduciary Funds

The following assets are exempt from the policy: proceeds of City bond issues, Hourly/ Part-time Employee Retirement Plan, Other Postemployment Benefits Plan, Pension Rate Stabilization Trust Fund and assets held by the City as fiduciary for other agencies and subject to separate agency agreement(s). The exempt assets are invested in accordance with regulations established by the State of California and any agreements specific to the funds.

III. PRUDENCE

The standard of prudence to be used for managing the City's investments shall be California Government Code Section 53600.3, the prudent investor standard, which states "when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

IV. OBJECTIVE

1. **Safety**: Safety of principal is the foremost objective of the investment program. Investments of the City shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this objective, the City will diversify its investments by investing funds among a variety of securities offering independent returns and financial institutions.

2. **Liquidity**: The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements which might be reasonably anticipated.

3. **Yield on Investments**: The City's investment portfolio shall be designed with the objective of attaining a benchmark rate of return throughout budgetary and economic cycles, commensurate with the City's investment risk constraints and the cash flow characteristics of the portfolio.

V. DELEGATION OF AUTHORITY

Authority to manage the City's investment program is derived from California Government Code 53607. Management responsibility for the investment program is hereby delegated to the City Treasurer who shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of subordinate officials, and their procedures in the absence of the City Treasurer.

The City Manager shall designate an official to manage investments and designate a second official to perform investment management during absences of the primary designee. The City Manager shall insure that competent investment management is maintained and shall insure that, if both designated investment officials are replaced or are simultaneously absent, any temporary replacement(s) shall be closely supervised, and indoctrinated in the requirements of this Statement of Investment Policy, and given written investment procedures, regulating the authority to invest in maturities beyond six months by means of appropriate controls and restraining requirements. The City Manager shall authorize preparation and filing of documents with all financial institutions with which the City conducts investment activities certifying the names of those persons authorized to effect trades on behalf of the City.

1. Investment Procedures: The City Treasurer shall establish written investment policy procedures for the operation of the investment program consistent with this policy. The procedures should include reference to: safekeeping, SIFMA master repurchase agreements, wire transfer agreements, banking service contracts and collateral/depository agreements. Such procedures shall include explicit delegation of authority of persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the City Treasurer.

VI. ETHICS AND CONFLICT OF INTEREST

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or which would impair their ability to make impartial investment decisions. Employees and investment officials shall disclose to the City Manager any material financial interests in financial institutions that conduct business within their jurisdiction, and they shall further disclose any large personal financial/investment positions that could be related to the performance of the City. All the City's employees who are listed on the City's Conflict of Interest Policy are required by the Fair Political Practices Commission to complete and file a Form 700 annually. All persons, broker/dealers, financial institutions and advisors providing investment services or bond issuance shall disclose to the Treasurer all fee sharing, fee-splitting, and commission arrangements with other entities or persons prior to the City agreeing to buy an investment or issue bonds.

VII. AUTHORIZED FINANCIAL DEALERS AND INSTITUTIONS

To promote the optimum yield on the investment of City funds, investment procedures shall be designed to encourage competitive bidding on transactions from approved financial institutions or broker/dealers.

1. The City Treasurer will maintain a list of financial institutions and broker/dealers authorized to provide investment services to the City who are authorized to provide investment services in the State of California. An eligible designation does not guarantee that the City will do business with the firm or institution;

    1.1 Must certify that they have read and agree to comply with the investment policies of the City.
    1.2 Must be a "primary" or regional dealer that qualifies under the Securities and Exchange Commission Rule 15C3-1 (Uniform Net Capital Rule).
    1.3 Must be experienced in institutional trading practices and familiar with the California Government Code as related to investments for local governmental agencies.
    1.4 Must have been in business for at least three years.
    1.5 Must provide current audited financial statements.
    1.6 Must provide proof of Financial Industry Regulatory Authority certification.

2. All financial institutions in which the City's public funds are deposited will supply the Treasurer with the following;

    2.1 Current audited financial statements.
    2.2 Depository contracts.
    2.3 Proof that the institution is State or Federally chartered.

VIII. AUTHORIZED AND SUITABLE INVESTMENTS

The City is empowered by statute to invest in the following types of securities: (see Section XII for a description of each investment type)

1. Certificates of Deposit (or Time Deposits) placed with commercial banks and or savings and loan institutions.
2. Bankers' Acceptances.
3. Securities of the U.S. Government or its agencies.
4. Commercial Paper.
5. Medium-Term Corporate Notes.
6. Local Agency Investment Fund (State Pool) Demand Deposits, (LAIF).
7. Negotiable Certificates of Deposit.
8. Passbook Savings Account Demand Deposits.
9. Government Security Mutual Funds.
10. Money Market Mutual Funds.
11. Bonds, Notes or California State and Local Agencies.
12. Bond proceeds may be invested as authorized by California Government Code 53601(m) but may also be invested in authorized investments as outlined in bond covenants and agreements.
13. Notes, Bonds and other securities of all fifty United States.
14. Supranationals

Attachment A: Investment Guidelines Summary Table

Prohibited Investments: The following investments are either prohibited by law or authorized by law and prohibited by the City Treasurer. Under Provisions of California Code 53601.6 the City shall not invest any funds covered by this Investment Policy in inverse floaters, range notes, interest-only strips derived from mortgage pools or any investment that may result in a zero-interest accrual if held to maturity. Also, the City shall not invest in Reverse Repurchased Agreements and Mortgage Pass Through Securities.

IX. REVIEW OF INVESTMENT PORTFOLIO

The securities held by the City must be in compliance with Section VIII Authorized and Suitable Investments at the time of purchase. At least quarterly the City Treasurer shall review the portfolio to identify any securities that do not comply with this policy. The City Treasurer shall establish procedures to report to the City Council major and critical incidences of noncompliance identified as a result of the portfolio review.

IX. INVESTMENT POOLS/MUTUAL FUNDS

A thorough investigation of the pool/funds is required prior to investing, and on a quarterly basis. There shall be a questionnaire developed which will answer the following general questions:

- A description of eligible investment securities, and a written statement of investment policy and objectives.
- A description of interest calculations and how it is distributed, and how gains and

losses are treated.

- A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced, and the program audited.
- A description of who may invest in the program, how often, what size deposit and withdrawal are allowed.
- A schedule for receiving statements and portfolio listings.
- Are reserves, retained earnings, etc. utilized by the pool/fund?
- A fee schedule, and when and how is it assessed.
- Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

XI. COLLATERIZATION

Collateralization will be required on two types of investments: certificates of deposit and sweep checking accounts. In order to anticipate market changes and provide a level of security for all funds, the collateralization level will be 110% of market value of principal and accrued interest.

The City chooses to limit collateral to the following: certificates of deposit and sweep checking accounting held by an independent third party with whom the entity has a current custodial agreement. ~~A clearly marked evidence~~Clearly marked evidence of ownership (safekeeping receipt) must be supplied to the entity and retained. The right of collateral substitution is granted.

Collateral for other investments must be 110% of principal for government securities. and 150% of principal for first mortgages.

XII. SAFEKEEPING AND CUSTODY

All security transactions entered into by the City shall be conducted on a delivery-versus payment (DVP) basis. Securities will be held by a third-party custodian designated by the Treasurer and evidenced by safekeeping receipts.

XIII. DIVERSIFICATION

The City will diversify its investments by security type and institution in order to reduce portfolio risk while maintaining average market rates.

Security Type and Institution - ~~U.S. Treasury securities and a~~Authorized pools, and any portfolio or institutional limits shall comply with California Government Code. Investments are further limited by specific language relating to each investment type as stated below.

Maximum Maturities - To the extent possible, the City Treasurer will attempt to match

investments with anticipated cash flow requirements. The City's portfolio will be directly invested in securities with a maturity of no more than five years from the date of purchase.

The City Treasurer may invest in the following types of Investment Instruments:

1. Certificate of Deposit: Certificates of deposit of up to $250,000 are federally insured. Beyond that amount, these CDs must be collateralized with the collateral held separately from the issuing institution. The value of the investment must have collateral of at least 110 percent if government securities, or collateral of at least 150 percent if mortgage-backed securities. Statute does not limit CDs, however, this Investment Policy shall limit such investments to a maximum of 25 percent of the portfolio (GC 53601(i)). In addition, time deposits shall be placed in institutions meeting all capital requirements and which maintain a rating equivalent to FDIC rating of "One" or "Two" or a Sheshunoff performance rating of A or better.

2. Bankers' Acceptances: The maximum investment with any one institution will not exceed $1.0 million. The maximum maturity will be 180 days. The maximum proportion of City funds invested in Bankers' Acceptance shall not exceed 20% of the total City portfolio. Maximum 5% invested per issuer. (Note: California Government Code allows a maximum of 40%).

3. Securities of the U.S. Government or its Agencies: Maximum maturity is five years.

4. Commercial Paper: Commercial paper will be used solely as a short-term investment not to exceed 397 ~~270~~ days. Commercial paper will be of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization. Maximum $2,000,000 combined any issuer, maximum 25% of City portfolio, highest letter and number rating by a Nationally Recognized Statistical Rating Organization (NRSRO).

5. Medium-Term Corporate Notes: The City may invest in medium-term corporate notes with a maximum of five years maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.

Notes shall be rated in a rating category of "A" or its equivalent or better by a nationally recognized rating service. The maximum proportion of City funds invested in Medium Term Corporate Notes shall be A rated or higher and shall not exceed 30% of the total City Portfolio. The maximum investment per issuer will not exceed $3,000,000.

6. Local Agency Investment Fund (State Pool): The investment with LAIF may not, by state regulation, exceed $75 million. LAIF transactions, by LAIF guidelines, are not to exceed 15 per month.

7. Negotiable Certificates of Deposit: The maximum maturity is five years. The maximum investment is 30% of the total City Portfolio. Maximum 5% or $1,000,000 invested per issuer. Negotiable Certificates of Deposits (NCD) shall be evaluated in terms of the credit worthiness of the issuer, as these deposits are uninsured and uncollateralized notes.

8. Passbook Savings Account Demand Deposits: This account shall be maintained solely for the following purposes:

a. Investment of amounts over $100,000.00 received too late in the day to invest in other instruments; or,

b. Investment of amounts under $100,000.00 for periods of up to ten working days in order to fine-tune cash flow and minimize LAIF transactions in a given month.

9. Government Security Mutual Funds: Shares of beneficial interest (mutual funds) issued by diversified management companies investing in securities/obligations authorized by California Government Code Section 53600, et. seq., and complying with Section 53601, are permitted investments. Section 53601(l) further defines requirements. A maximum of 20 percent of the portfolio may be so invested.

10. Money Market Mutual Funds: Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1 et seq.). Must receive the highest ranking or the highest letter and numerical rating by no less than two nationally recognized rating services. A maximum of 20 percent of the portfolio may be so invested.

11. Bonds, Notes or other evidence of indebtedness issue by the California State and Local Agencies: Bonds issued by the local agency, including bonds payable solely out of the revenues from revenue -producing property owned, controlled, or operated by California state or local agency, or by a department, board, agency, or authority of the local agency as authorized by California Government Code 53601 (a). Notes eligible for investment shall be rated in a category of "A" or its equivalent by two Nationally Recognized Rating Organizations.

Bonds, notes, warrants, or other evidence of indebtedness of any local agency within this state, include bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency. A maximum of 20% of the portfolio may be so invested.

12. Bond Proceeds: Section 53601 (m) allows greater flexibility with respect to the types of investments that may be made with bond proceeds. Specifically, the law permits money from bond proceeds, obligations under a lease, installment sales, or other agreements of a local agency to be invested in any security that meets the statutory provisions governing the issuance of the bond or other agreements made by the issuing agency. In doing so, this section of the code recognizes that outstanding contracts between issuers and bond holders may not comply with the investment statutes and gives local agencies greater discretion in how to invest bond proceeds.

13. U.S. Treasury Notes and Bonds: Registered Treasury notes or bonds of all 50 United States including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency or authority of the state as authorized by California Government Code 53601 (c) and (d). Maximum maturity is five

years.

14. Supranationals: United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States.

Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO and shall not exceed 30 percent of the total City Portfolio~~of the agency's moneys that may be invested pursuant to this section~~.

X~~II~~IV. MAXIMUM MATURITIES

To the extent possible, the City will attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow and authorized by the City Council, the City will not directly invest in securities maturing more than five years from the date of purchase.

The City will not directly invest in securities maturing more than five years away from the settlement date. Forward settlement on new issues may not exceed 45 days from time of investment. ~~CD maturities will normally not exceed five years. U.S. Government or Agency securities will not exceed five years.~~ At least 3~~5~~0% of idle funds can be placed in investments which can be liquidated for at least face value in the event of an emergency. The City uses LAIF and Money Market Funds for its idle funds to ensure this requirement is met.

X~~I~~V. INTERNAL CONTROL

The Treasurer shall establish an annual process of independent review by an external auditor. This review will provide internal control by assuring compliance with policies and procedures.

The Finance department shall establish a system of internal controls, which shall be documented in writing. The controls shall be designed to prevent losses of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of the City. Controls deemed most important include; control of collusion, separation of duties, separating transition authority from accounting and record keeping, custodial safekeeping, clear delegation of authority, specific limitations regarding securities losses and remedial action, written confirmation of telephone transactions, minimizing the number of authorized investment officials, documentation of transactions and strategies, and ethical standards.

XVI. PERFORMANCE STANDARDS

The investment portfolio will be designed to attain at least a market-average rate of return during budgetary and economic cycles. Whenever possible, and consistent with risk limitations as defined herein and prudent investment principles, the Treasurer shall seek returns in the range of the average rate of return of the 2-year CMT (Constant Maturity Treasury) whose maturity most closely matches the average maturity of the portfolio. In addition, the City portfolio will be compared with LAIF and the goal is to maintain a higher positive annual yield than LAIF's annual yield.

1. Investment Strategy: The City's investment strategy is to buy and hold investments until maturity. However, the Treasurer may sell a security due to adverse changes in credit risk or due to unexpected cash flow needs.

2. Market Yield (Benchmark): The basis used by the Treasurer to determine whether market yields are being achieved shall be the rates of return from the following combination of indices: Local Agency Investment Fund (LAIF) and 3-month, 6-month, and 1-year Treasury Bills.

3. Review: The investment policy shall be reviewed at least annually by the City Manager and Finance Director and approved by the City Council to ensure its consistency with the overall objectives of safety (including diversification), liquidity and return, as well as its relevance to current law and financial/economic trends.

The City's philosophy prohibits speculation; i.e., the purchase of securities with the intent to profit from favorable changes in market prices or market conditions. Leveraging or borrowing money for the purpose of investing is specifically prohibited.

XVII. REPORTING

The City Treasurer shall provide investment information to City Council.

Periodic Reports – If any, the City Treasurer will provide a monthly transaction report of all investments including any pooled investment fund portfolio to the City Council, City Manager, Chief Financial Officer and City Clerk. Also, within thirty days of the end of each quarter a full report of the City's operational cash investment portfolio report will be provided with additional information such as market pricing. This report shall include the type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments and moneys held by the local agency, and shall additionally include a description of any of the local agency's funds, investments, or programs, that are under the management of contracted parties, including lending programs. With respect to all securities held by the local agency, and under management of any outside party that is not also a local agency or the State of California Local Agency Investment Fund (LAIF), the report shall also include a current market value as of the date of the report and shall include the source of this same valuation.

Annual Report – This investment policy will be presented annually following the close of

the fiscal year, to the City Council for approval.

Financial Statements per GASB #31 – City Treasurer will provide the portfolio's market value gains/losses to Finance to be incorporated in the fiscal year-end balance sheet.

Financial Statements per GASB #40 – Effective June 30, 2005, additional disclosure is required. City Treasurer will provide detailed maturity and rating information to Finance to be incorporated in the Annual Comprehensive Financial Report (ACFR).

XVIII. INVESTMENT POLICY ADOPTION

The City's investment policy shall be adopted by resolution of the City's legislative authority. Per Government code, the policy shall be reviewed annually by the City Council and any modifications made thereto must be approved by the City Council.

~~XVIII. GUIDELINES~~

~~Guidelines are established to direct and control activities in such a manner that previously established goals are achieved.~~

~~1. Investment Transactions: Every investment transaction must be authorized, documented and reviewed by the local agency Treasurer.~~

~~2. Pooled Cash: Whenever practical, local agency cash should be consolidated into one bank account and invested on a pooled concept basis. Interest earnings may be allocated to fund cash and investment balances.~~

~~3. Competitive Bids: Purchase and sale of securities should be made on the basis of competitive offers and bids when practical.~~

~~4. Cash Forecast: The cash flow for the local agency should be analyzed with the receipt of revenues and maturity of investments scheduled so that adequate cash will be available to meet disbursement requirements.~~

~~5. Investment Limitations: Security purchases and holdings shall be maintained within statutory limits imposed by the Investment Policy and California Government code. Any investments not listed are not subject to % limitations.~~

~~Bankers' Acceptance~~	~~40%~~	~~Code Section 53601 (f)~~
~~Commercial Paper~~	~~25%~~	~~Code Section 53601 (g)~~
~~Medium Term Corporate Notes~~	~~30%~~	~~Code Section 53601 (j)~~
~~Negotiable Cert. Of Deposit~~	~~30%~~	~~Code Section 53601 (h)~~

~~6. Liquidity: The marketability of a security should be considered at the time of~~

purchase as the security may have to be sold at a later date to meet unanticipated cash needs.

7. Long Term Maturities: As a general rule, long term maturities should not represent a significant percentage of the total portfolio, as the principal risk involved can outweigh the potential for higher earnings.

8. Authorized Broker/Dealers: Execute investment transactions with previously approved broker/dealers who have certified compliance with the City's investment policy.

9. Diversification: The portfolio should consist of a mix of various types of securities, issuers and maturities.

10. Annual Review: The investment portfolio will be reviewed yearly by the Treasurer, City Manager and Finance department representative.

11. Evaluation of Certificates of Deposit: The following items will govern the valuation:

a. Time Certificates of Deposit (TCD) are FDIC insured.

b. Negotiable Certificates of Deposit (NCD) shall be evaluated in terms of the credit worthiness of the issuer, as these deposits are uninsured and uncollateralized notes.

Attachment A:

The City's specific permitted investment guidelines are summarized below. It should be noted that the City's permitted investments are more restrictive than the State guidelines.

PERMITTED INSTRUMENTS	CITY GUIDELINES
Certificates of Deposits	5 years / 25% max / $250,000 max per issuer
Bankers Acceptances	180 days / 40% max / 5% per issuer/20% max per City Investment policy
Securities of the U.S. Government or its Agencies	5 years / no limit
Commercial Paper	~~270~~ 397 days / 25% max / 5% per issuer combined / highest letter and number rating by an NRSRO
Medium-Term Corporate Notes	5 years / 30% max / $~~3~~2,000,000 combined any single Issuer / max of 30% of portfolio / A rated or higher
Local Agency Investment Fund (State Pool)	LAIF $75,000,000 / no limit
Negotiable Certificates of Deposit	5 years / 30% max / lesser of 5% or $1,000,000 per issuer/ $250k max per FDIC brokered CD per issuer
Passbook Savings Account	10 days / investments under $100,000
Government Security Mutual Funds	20% max / 10% per issuer
Money Market Mutual Funds	20% max per issuer
Bonds, Notes issued by: California State and Local Agencies	5 years / 20% max / 5% per issuer
Bond Proceeds	See section XII - number 11
U.S. Treasuries Notes and Bonds	5 years / no limit
Supranationals	5 years / 30% max / AA rated or better
Reverse Repurchase Agreements	Not allowed
Mortgage Pass Through Securities	Not allowed
Repurchase Agreements	Not allowed

Percentages of investment allocation and investment maximum limits apply at the time of purchase. The designated portfolio manager may at his/her discretion temporarily exceed these guidelines when repositioning the portfolio. Should the manager recommend an extended departure from the diversification's guideline (more than 90 days) City council approval will be required.

The Investment Policy sets forth minimum credit ratings for each type of permitted security. These credit limits apply at the time of the initial purchase of the said security and a subsequent change in rating status does not necessarily force the sale or disposition of the investment. If the

security is later downgraded below minimum required levels, the Treasurer and City staff will assess the risk exposure, make a decision on the course of action, and advise the City council.

GLOSSARY

AGENCIES: Federal agency securities.

ANNUAL COMPREHENSIVE FINANCIAL REPORT (ACFR): The official annual report for the City of South Lake Tahoe. It includes five combined statements for each individual fund and account group prepared in conformity with GAAP. It also includes supporting schedules necessary to demonstrate compliance with finance-related legal and contractual provisions, extensive introductory material, and a detailed Statistical Section.

ASKED: The price at which securities are offered.

BANKERS ACCEPTANCES (BA): A draft or bill or exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill, as well as the issuer.

BENCHMARK: A comparative base for measuring the performance or risk tolerance of the investment portfolio. A benchmark should represent a close correlation to the level of risk and the average duration of the portfolio's investments.

BID: The price offered for securities. (When you are selling securities, you ask for a bid.) See offer.

BROKER: A broker brings buyers and sellers together for a commission.

CERTIFICATES OF DEPOSIT (CD): A time deposit with a specific maturity evidenced by a Certificate. Large-denomination CD's are typically negotiable.

COLLATERAL: Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

COUPON: (a) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. (b) A certificate attached to a bond evidencing interest due on a payment date.

DEALER: A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

DEBENTURE: A bond secured only by the general credit of the issuer.

DELIVERY VERSUS PAYMENT (DVP): There are two methods of delivery of securities: delivery versus payment and delivery versus receipt. Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipts is delivery of securities with an exchange of a signed receipt for the securities.

DERIVATIVES: (1) Financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying index or security, and may include a leveraging factor, or (2) financial contracts based upon national amounts whose value is derived from an underlying index or security (interest rates, foreign exchange rates, equities or commodities.)

DISCOUNT: The difference between the cost price of a security and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

DISCOUNT SECURITIES: Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value (e.g., U.S. Treasury bills).

DIVERSIFICATION: Dividing investment funds among a variety of securities and issuers offering independent returns.

FEDERAL CREDIT AGENCIES: Agencies of the Federal government set up to supply credit to various classes of institutions and individuals, e.g., S&L's, small business firms, students, farmers, farm cooperatives and exporters.

FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC): A federal agency that insures bank deposits, currently up to $250,000 per deposit. FEDERAL FUNDS RATE: The rate of interest at which Fed funds are traded. This rate is currently pegged by the Federal Reserve through open-market operations.

FEDERAL HOME LOAN BANKS (FHLB): Government sponsored wholesale banks (currently 12 regional banks), which lend funds and provide correspondent banking services to member commercial banks, thrift institutions, credit unions and insurance companies. The mission of the FHLB's is to liquefy the housing related assets of its members who must purchase stock in their district bank.

FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA): FNMA, like GNMA was chartered under the Federal National Mortgage Association Act in 1938. FNMA is a federal corporation working under the auspices of the Department of Housing & Urban Development, H.U.D. It is the largest single provider of residential mortgage funds in the United States. Fannie Mae, as the corporation is called, is a private stockholder-owned corporation. The corporation's purchases include a variety of adjustable mortgages and second loans in addition to fixed-rate mortgages. FNMA's securities are also highly liquid and are widely accepted. FNMA assumes and guarantees that all security holders will receive timely payment of principal and interest.

FEDERAL FUNDS: Non-interest bearing deposits held by member banks at the Federal Reserve, also used to denote immediately available funds in the clearing sense. Fed Funds also used to refer to these funds.

FEDERAL OPEN MARKET COMMITTEE (FOMC): Consists of seven members of the Federal Reserve Board and five of the twelve Federal Reserve Bank Presidents. The President of the New York Federal Reserve Bank is a permanent member while the other Presidents serve on a rotating basis. The Committee periodically meets to set Federal Reserve guidelines regarding purchases and sales of Government Securities in the open market as a means of influencing the volume of bank credit and money.

FEDERAL RESERVE SYSTEM: The central bank of the United States created by Congress and consisting of a seven-member Board of Governors in Washington, D.C., 12 Regional Banks and about 5,700 commercial banks that are members of the system.

GOVERNMENTAL NATIONAL MORTGAGE ASSOCIATION (GNMA or Ginnie Mae): Securities influencing the volume of bank credit guaranteed by GNMA and issued by mortgage bankers, commercial banks, savings and loan associations, and other institutions. Security holder is protected by full faith and credit of the U.S. Government. Ginnie Mae securities are backed by the FHA, VA or FMHA mortgages. The term pass-throughs is often used to describe Ginnie Maes.

LIQUIDITY: A liquid asset is one that can be converted easily and rapidly into cash without a substantial loss of value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

LAIF (Local Agency Investment Fund): A special fund in the State Treasury which local agencies may use to deposit funds for investment. There is no minimum investment period and the minimum transaction is $5,000, in multiples of $1,000 above that, with a maximum balance of $75,000,000 for any agency. The City is restricted to a maximum of fifteen transactions per month. It offers high liquidity because deposits can be converted to cash in twenty-four hours and no interest is lost. All interest is distributed to those agencies participating on a proportionate share basis determined by the amounts deposited and the length of time they are deposited. Interest is paid quarterly. The State retains an amount for reasonable costs of making the investments, not to exceed one-quarter of one percent of the earnings. The interest rates are competitive with other securities because of pooling the State's surplus cash with the surplus cash deposited. This creates a multi-billion-dollar money pool and allows diversified investments. In a high interest rate market, the City does better than LAIF, but in times of low interest rates, LAIF yields are higher. The City continually invests in the Local Agency Investment Fund.

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract covering all future transactions between the parties to repurchase-reverse agreements that establishes each party's rights in the transactions. A master agreement will often specify, among other things, the right of the buyer- lender to liquidate the underlying securities in the event of default by the seller-borrower.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MONEY MARKET FUNDS: Open-ended mutual fund that invests in highly liquid and safe securities (bills, commercial paper, bankers' acceptances, CD's, etc.) and pays money market rates of interest. The fund's net asset value remains a constant $1 a share.

OPEN MARKET OPERATIONS: Purchases and sales of government and certain other securities in the open market by the New York Federal Reserve Bank, as directed by the FOMC, in order to influence the volume of money and credit in the economy. Purchases inject reserves into the bank system and stimulate growth of money and credit; sales have the opposite effect. Open market operations are the Federal Reserves most important and most flexible monetary policy tool.

PORTFOLIO: Collection of securities held by an investor.

PRIMARY DEALER: A group of government securities dealers that submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.

PRUDENT PERSON RULE: An investment standard. In some states the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the state (the so-called legal list). In other states, the trustee may invest in a security if it is one which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.

QUALIFIED PUBLIC DEPOSITORIES: A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a value of not less than its maximum liability and which has been approved by the Public Deposit Protection Commission to hold public deposits.

RATE OF RETURN: The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

REPURCHASE AGREEMENTS (RP OR REPO): A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date. The security Abuyer@ in effect lends the Aseller@ money for the period of the agreement, and the terms of the agreement are structured to compensate him for this. Dealers use RP extensively to finance their positions. Exception: When the Fed is said to be doing RP, it is lending money that is, increasing bank reserves.

SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

SECONDARY MARKET: A market made for the purchase and sale of outstanding issues following the initial distribution.

SECURITIES & EXCHANGE COMMISSION: Agency created by Congress to protect investors in securities transactions by administering securities legislation.

SEC RULE 15C3-l: See uniform net capital rule.

STRUCTURED NOTES: Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations, which have imbedded options (e.g., call features, step-up coupons, floating rate coupons, derivative-based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options and shifts in the shape of the yield curve.

SUPRANATIONALS: United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRARO and shall not exceed 30 percent of the agency's moneys that may be invested pursuant to this section.

TREASURY BILLS: A non-interest-bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months, or one year.

TREASURY BOND: Long-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of more than 10 years.

TREASURY NOTES: Medium-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities from 2 to 10 years.

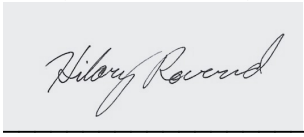
UNIFORM NET CAPITAL RULE: Securities and Exchange Commission requirement that member firms as well as nonmember broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called net capital rule and net capital ratio. Indebtedness covers all money owed to a firm, including margin loans and commitments to purchase securities, one reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

YIELD: The rate of annual income return on an investment, expressed as a percentage. (a) INCOME YIELD is obtained by dividing the current dollar income by the current market price for the security. (b) NET YIELD or YIELD TO MATURITY is the current income yield minus any premium above par or plus any discount from par in purchase price with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:6

Agenda Item: Quarterly Housing Update

Executive Summary: On March 28, 2023, Mayor Bass, seconded by former Mayor Wallace, requested a quarterly report on the number of people on waiting lists for affordable housing throughout the City. At its November 21, 2023 meeting, the Council requested that ongoing reporting for the Long Term Rental Incentive Program be part of the Quarterly Housing Report. At the May 5, 2026 City Council meeting, Councilmember Robbins and seconded by Councilmember Jinkens requested for this report to be inclusive of all housing updates on a quarterly basis.

Requested Action / Suggested Motions: Receive and file.

Responsible Staff Member: Jessica Wackenhut Lomeli, Housing Manager

Reviewed and Approved By: Zach Thomas, Director of Development Services Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

01-Staff_Report_Quarterly_Update_ (1).docx

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

Meeting Date: September 8, 2026

Title: Quarterly Housing Update

Location: City-wide

Responsible Staff Member: Jessica Wackenhut Lomeli, Housing Manager, Lydia Zuniga, Associate Management Analyst, Crystal Plotner, Assistant Housing Planner, Monica Manuel, Housing Program Coordinator

Background: On March 28, 2023, Mayor Bass, seconded by former Mayor Wallace, requested a quarterly report on the number of people actively on waiting lists for affordable housing throughout the City. At its November 21, 2023 meeting, the Council requested that ongoing reporting through the Quarterly Housing Report be conducted on the program formerly known as the Lease to Locals Program and renamed to the Long-Term Rental (LTR) Incentive Program. On June 3, 2025, Council requested additional information be added pertaining to how the waitlist has changed, trending and how it has evolved. Additionally, this report includes statistics as to how many people on the waitlist are from the local area, including the county, and how many people are from out of area, such as a different city, and state.

At the May 5, 2026 City Council meeting, Councilmember Robbins and seconded by Councilmember Jinkens requested for this report to be inclusive of housing updates on a quarterly basis.

Issue and Discussion: Per City Council direction, this report includes an update on current programs and projects that are currently underway by the Development Services Department.

Affordable Housing Waitlist
The City of South Lake Tahoe currently includes 694 units of deed-restricted affordable housing over 13 different properties. Three of the properties owned by Tahoe Coalition for the Homeless, Red Lodge, Bird's Nest, and The Bear's Den, are not included in the waitlist due to the difference in intake process. To obtain a Permanent Supportive Housing unit at one of these properties, the individual must complete intake through the Coordinated Entry System and must have a high vulnerability score to be placed in the unit.

There are currently nine affordable housing properties monitored by the City, totaling 472 units (including Sugar Pine Village). The City is obligated to conduct monitoring to ensure compliance with funding source requirements. Bijou Woods is not currently monitored by the City since the City did not provide financing for this deed-restricted affordable housing project.

The waitlist serves to document the number of people actively seeking out affordable units versus the number that are immediately available. Those on the waitlist are choosing to wait for a unit while others may choose to not put their name on the list and seek alternative arrangements. As such, waitlists may be influenced by a variety of factors. The waitlist is provided for the eight

properties because Sugar Pine Village does not have a formal waitlist, yet. The lease up process is currently underway for the third 60-unit phase as of July 2026. For the second quarterly housing report in 2026, there were 687 people on the eight lists. Based on a review of the individual lists, there are about 100+ names that appear on multiple lists. The approximate wait times range from 1-8 years depending on the size of the unit and income level.

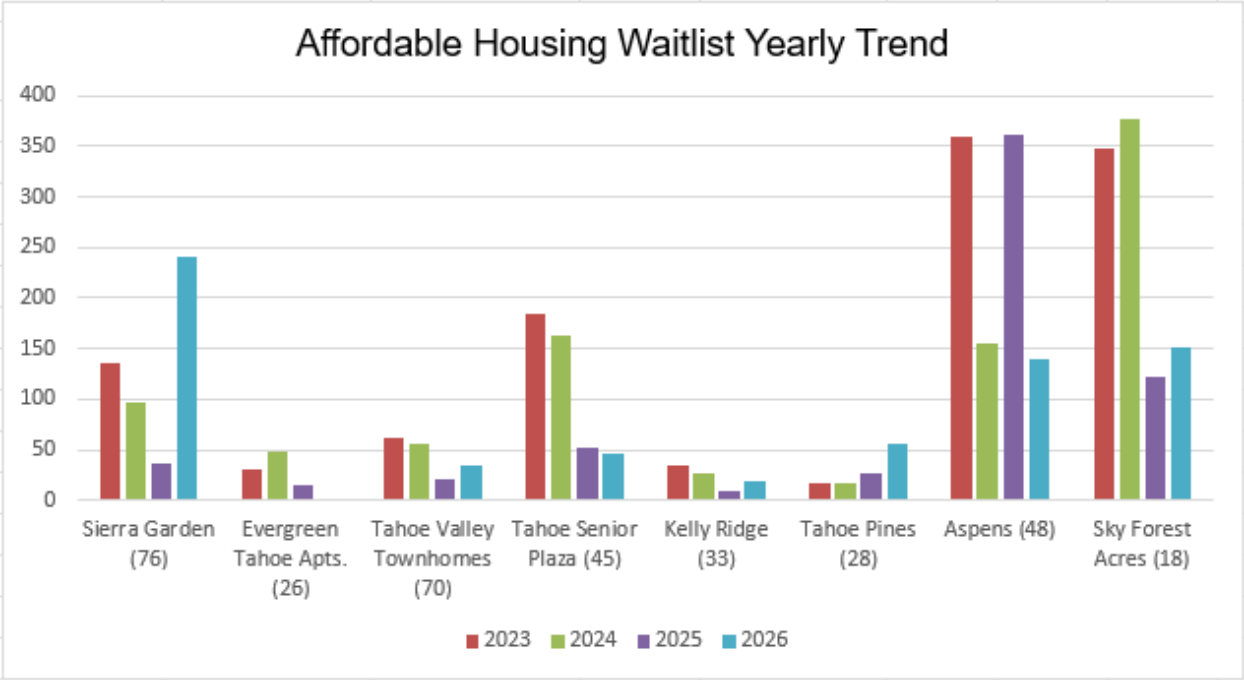
Below is a chart outlining the breakdown of the units. Some of the individuals and/or families that are listed under “Out of the Area” include people working in South Lake Tahoe and living in the Northern Nevada Region, or those who previously lived in South Lake Tahoe and want to move back to connect with family, friends, and networks. Among this population, most appear to be from California or Northern Nevada.

Affordable Waitlist September 2026

Property	Units	Total number of people on the list	1 bedroom	2 Bedrooms	3 Bedrooms	TOTAL	How long is the list 1 BD?	How long is the list 2 BD?	How long is the list 3 BD?	Locals	Out of the area
Sierra Garden	76	240	91	149	N/A	240	5 years	5 years	N/A	179	61
Evergreen Tahoe Apts.	26	0	N/A	0	0	0	N/A	N/A	N/A	0	0
Tahoe Valley Townhomes	70	35	13	19	3	35	2 years	1 year	2 years	19	16
Tahoe Senior Plaza	45	46	46	N/A	N/A	46	2 years	N/A	N/A	24	22
Kelly Ridge	33	19	15	4	N/A	19	1 year	1 year	N/A	6	13
Tahoe Pines	28	56	N/A	56	0	56	N/A	1 year	1 year	2	54
Aspens	48	140	29	40	71	140	3 years	8 years	4 years	122	18
Sky Forest Acres	18	151	117	34	N/A	151	3 years	3 years	N/A	60	91
Total	**344**	**687**	**311**	**302**	**74**	**687**				**412**	**275**

Affordable Housing Waitlist Yearly Trend

Property		2023	2024	2025	2026
Sierra Garden (76)	76	136	96	36	240
Evergreen Tahoe Apts. (26)	26	30	48	15	0
Tahoe Valley Townhomes (70)	70	62	55	21	35
Tahoe Senior Plaza (45)	45	185	163	52	46
Kelly Ridge (33)	33	35	26	9	19
Tahoe Pines (28)	28	18	18	26	56
Aspens (48)	48	360	156	362	140
Sky Forest Acres (18)	18	347	377	123	151
Total	**344**	**1173**	**939**	**644**	**687**



Development Project Status

Sugar Pine Village

The Sugar Pine Village (SPV) project is a 248-unit affordable housing project as a result of the California Governor's Executive Order N-06-19, which directed the California Department of General Services (DGS) to identify excess state properties as potential affordable housing development sites. The City has been a financial partner along with the developer Related Companies of California LLC in partnership with St. Joseph Community Land Trust to construct the project. The project is being built in four phases and the first phase opened the doors to the first 68 units in October 2024.

A waitlist will be provided once all the SPV phases have received Certificates of Occupancy and all units have been leased. The lease-up for SPV Phase 2 (60 units), was completed in Fall 2025 and lease-up for Phase 3 is underway as of July 2026. The development team is working on acquisition of financing for the construction of the fourth and final phase (60 units).

3900 Lake Tahoe Boulevard

On June 3, 2022, the South Lake Tahoe Redevelopment Successor Agency initiated the process to Sell/Lease Surplus Property located at 3900 and 3908 Lake Tahoe Blvd. Novin Development and SMR Development were selected. On May 7, 2024, the City Council authorized the Mayor to enter into the Predevelopment Loan and Development Agreement (Agreement) with NDC Lake Tahoe, LP for $1,064,073. On August 27, 2024, City Council directed staff to set aside $1,000,000 from the General Fund's Undesignated Excess Reserves to leverage state and federal funding opportunities for this project.

3900 Lake Tahoe Blvd. is proposed to consist of a minimum of 72 residential units, which will be deed-restricted to low and/or moderate-income households for a period of no less than 55 years, as well as community amenities on the ground floor on about 1.16 acres of land. The project will include one manager's unit and two live-work ancillary commercial units. On April 17, 2025, the

Planning Commission approved the TRPA Multi-Family Dwelling Project Application for this project.

NDC Lake Tahoe LLC is currently working on the acquisition of funding for the project. The development partner and City of South Lake Tahoe submitted a joint application in May 2026 for the Affordable Housing and Sustainable Communities program grant. The project was also been awarded $1,000,000 through the federal Community Project Funding Program.

Tahoe Coalition for the Homeless – Bear's Den, Red Lodge, & Bird's Nest

Tahoe Coalition for the Homeless continues to bring their three properties up to building and planning code. The Bears Den, Red Lodge, and Bird's Nest (72 units) were former motels purchased by the Tahoe Coalition for the Homeless (TCH) with State of California Project Homekey Program funds to provide housing for persons experiencing or at risk of homelessness.

On April 20, 2021 the City Council adopted Resolution 2021-021 authorizing an application for CDBG CV 2/3 funding in the amount of $505,632 for rehabilitation work on the Bears Den Inn (2250 Lake Tahoe Blvd). On September 10, 2024, City Council approved an amendment extending the grant period and to increase the grant award for a total to $1,791,670. The CDBG – CV 2 & 3 grant program ended on March 31, 2026. At the March 10th City Council meeting, a Public Hearing was conducted to provide the outcome of the project. California Department of Housing and Community Development Department monitors this grant and their audit showed no significant findings for all funds spent.

Twelve Units at the Bear's Den have Temporary Certificates of Occupancy with the remaining ten units nearing completion. The awarded Cannabis Grant Funding for $50,000 is currently funding the Bear's Den completion. Tahoe Coalition for the Homeless also went through the Residential Conversion process with the Tahoe Regional Planning Agency (TRPA). All three properties were officially converted by Fall 2025 from motels to residential properties. This approval of this process also moved the three properties from the SRO inspection program to the Multifamily Dwelling inspection program in 2026.

Long-Term Rental Incentive Program

On August 12, 2025, City Council directed staff to implement and manage the Long-Term Rental Incentive Program. Since August 2025, staff have received fifty-seven inquiries. Many of the inquiries were in El Dorado County and therefore, not eligible. As of today, staff has processed seven incentive grants with six for a 12-month lease and one for a 6 month lease.

On February 10, 2026, the Staff Report to City Council highlighted the success of the program since the program was brought in-house. The report included the marketing efforts, at no cost to the city, the unique marketing branding, and the different collaboration efforts conducted by staff to enhance and promote the Long-Term Rental Incentive Program.

The current remaining balance for new grants is $80,513.69. Since the program started, the program has assisted 66 households and has housed a total of 159 people including children.

Multifamily Dwelling & SRO Inspection Program

City Council created the Multifamily Dwelling Inspection ordinance on May 1, 2007 and was amended various times with the latest amendments made in 2024. The City Council adopted the SRO Inspection Program ordinance on June 2, 2015. The City continues to implement the Multiple-Family Dwelling Inspection and Maintenance Program on multifamily projects of six-units

or more and single-room occupancy (SRO) units in hotels and motels to identify substandard housing conditions and to ensure that City residents are living in safe and decent housing.

Housing Hotline
The Housing Hotline was established in 2003 to address substandard housing conditions and expand access to housing-related support. The Hotline has evolved into a central point of contact for tenants and property owners seeking information, referrals, and guidance. Common inquiries include habitability concerns, utility and rental assistance, affordable housing opportunities, the Rental Assistance Program, civil dispute referrals, and connections to partner agencies. Issues frequently reported around civil issues include rent increases, security deposit disputes, and evictions. The most frequently reported substandard issues involve pests and rodents, lack of hot water or heat, loss of electricity, and water intrusion.

The City received 935 Housing Hotline calls in 2025 and as of August 2026, the Hotline received 617 calls, demonstrating continued demand for housing information and support. Many cases are resolved through mediation, information sharing, referrals, and corrective action. In 2025, 38 substandard housing complaints were verified, with 19 cases requiring enforcement action. To date, in 2026, there are 16 verified housing complaints, with 9 cases requiring enforcement action. The Housing Hotline remains an important City service for connecting residents with support to address conditions that affect the safety and habitability of rental housing, in conjunction with the MFD and SRO inspection programs.

Rental Assistance Program
On March 12, 2024, City Council approved the Rental Assistance Program (RAP) and directed staff to allocate $200,000 in surplus Cannabis revenue during the mid-year budget review process. RAP was created to support local residents overcome upfront financial barriers to securing long-term rental housing. The program provides eligible households with no-interest security deposit loans and reimbursement for eligible application fees. To date, $95,423.98 has been expended. The program has an available balance of $104,576.02**,** to continue assisting eligible households.

Since program implementation, RAP has approved 71 security deposit applications totaling 166 individuals, including children. In addition, 25 households have received application fee assistance. For clients with security deposit loans, when clients with approved security deposit loans move out, the money is provided back to the city.

One of the goals of the program was to move individuals/families from SROs to long-term housing. As of August 2026, 11% of the applicants have transitioned from Single Room Occupancy units into long-term housing. RAP has supported placements across housing properties where 65% of approved applicants moved into one of the ten affordable housing properties in the city. Approximately 54% of approved applicants were at risk of displacement or had filed a substandard housing complaint, showing the program’s role in helping households move from inadequate or unstable housing into safer, more stable rental units.

The majority of applicants approved are members of households from vulnerable populations including children, seniors, veterans, individuals with disabilities, and individuals/families experiencing homelessness.



Shelter Pass

On January 13, 2026 City Council directed staff to establish Shelter Pass. Shelter Pass provided emergency shelter for families and individuals experiencing homelessness during the 2026 Winter. This program was funded with $80,000 from the El Dorado County Opportunity Knocks Continuum of Care utilizing funds through the Housing, Assistance and Prevention (HHAP) Grant Program. The program launched in late February 2026 and ended April 30, 2026.

Shelter Pass was a joint effort between the City's Housing Division, Police Department, and Tahoe Coalition for the Homeless (TCH). City staff developed a referral process in which they hosted an online training for partners on how the program would operate. Staff managed the administrative portion of the grant and TCH managed the clients and entry into the Homeless Management Information System (HMIS). TCH also provided four winter shelter beds at Red Lodge for high needs and more vulnerable clients.

Breakdown of the referrals placed in the Shelter Pass program by agency are below:

- 40% Barton Healthcare
- 15% City of South Lake Tahoe Housing Division
- 11% Tahoe Coalition for the Homeless
- 11% Vista Rise Collective
- 11% El Dorado County (Public Health, Behavioral Health, Child Protective Services)
- 7% City of South Lake Tahoe Police Department
- 4% Lake Tahoe Unified School District

Shelter Pass provided 132 motel bed nights and served 32 households, totaling 45 people. Eighteen percent (18%) of the households served had children, representing 6 families and 8 children. Twenty-eight percent (28%) of the households served included seniors. The Red Lodge, operated by Tahoe Coalition for the Homeless, served 6 individuals providing a total of 175 bed nights.

Below is a breakdown of the total grant award allocations and spend down:

	Amount Awarded	**Total Spent**	**Award Remaining**
Motel Rooms	$28,125.00	$13,378.68	$14,746.32
TCH- Case Manager	$40,000.00	$17,555.15	$22,444.85
TCH- Red Lodge (4 Beds)	$7,000.00	$1,156.81	$5,843.19
TCH- Red Lodge (Equipment & Supplies)	$4,875.00	$435.08	$4,439.92
Total Grant Award	**$80,000.00**	**$32,525.72**	**$47,474.28**

The City did not partner with Tahoe Coalition for the Homeless for the 2026 – 2027 Winter Shelter funding and programming due to capacity constraints to meet the requirements of the grant.

Accessory Dwelling Units
In July 2023, City staff created an Accessory Dwelling Unit Guidebook, which provides a how-to guide for obtaining permits for ADUs, as well as resources and incentives. The City also provides free Residential Units of Use for ADUs.

On March 12, 2024, City Council directed staff to contract with a consultant to develop four sets of Preapproved ADU plans for a studio, one bedroom, two bedroom, and a unit above a two-car garage. The Preapproved ADU program will provide code-compliant ADU construction plans that would not have to go through the full plan check process, reducing time frames and fees. The footprints of the ADU designs were created to be 800 sq. ft. or less based on an analysis city staff conducted on parcels in the city and the allowed coverage per TRPA regulations. On November 4th, 2025, City Council approved expanding the scope of the project to include a user-friendly booklet of prefabricated and modular ADU products that can be used in the City. In addition to the booklet, two prefab ADU designs were selected for preapproval. However, due to building code changes in 2026, many of the prefab manufacturers are unable to meet the increased snow load requirements, staff are looking for alternatives to address this issue.

The Preapproved ADU program is expected to be launched in Fall 2026 and the ADU Guidebook will also be updated in this timeframe to reflect this new program. Staff will be organizing a public workshop to provide an overview of the program and answer any questions from interested participants.

Inclusionary Housing
At the City Council on May 2, 2023, the supplemental nexus and feasibility analysis were presented, and direction was provided for staff to conduct enhanced analysis of inclusionary housing and commercial linkage fee policies. Per the direction of the City Council, the enhanced or additional analysis provided a nexus and feasibility analysis of a tiered inclusionary housing policy based on unit size.

The table below provided the City Council with recommended parameters for an inclusionary housing policy that was adopted on November 7, 2027 under Chapter 6.27 (Inclusionary Housing).

	Inclusionary Percentage	*Equivalent In-Lieu Fee Per Unit*	*In-Lieu Fee*
2,000 Sq. Ft or Under	**Exempt**		
2,001-2,500 Sq. Ft.	5%	Net Gap	$5.29 Sq. Ft.
2,501-3,000 Sq. Ft.	6%	Net Gap	$5.84 Sq. Ft.
3,001-5,000Sq. Ft.	9%	Total Cost	$16.77 Sq. Ft
>5,000 Sq. Ft.	17%	Total Cost	$17.65 Sq. Ft

As of August 18, 2026, $117,565.20 has been paid for in-lieu inclusionary housing fees in 2026 from four projects. There are two outstanding payments due for a total of $27,293.89.

Community Engagement
Staff continue to meet with stakeholders to provide information about housing programs, policies, and development. The Housing Hotline serves as an entry point for many calls from tenants and property owners who want to understand civil and substandard housing issues. Many residents also request assistance to apply for affordable housing properties and other needs. Housing staff also communicate frequently about the MFD and SRO inspection programs with property managers and there are a number of calls related to affordable housing development, housing development incentives, and ADUs. Staff regularly update the Development Services section of the City website to ensure residents and other interested parties are up to date on new housing policies and programs.

Housing staff keep in regular contact with local agencies and stakeholder groups to keep abreast of housing issues impacting residents. Staff attend the monthly Lake Tahoe Collaborative meetings which include close to 20 community organizations and agencies serving many low- and moderate-income families, often attend Cafecitos, and other forums. The Housing Manager serves as the Co-Chair of the El Dorado Opportunity Knocks Continuum of Care (CoC) and staff attend various committees of the CoC. In addition, the Housing Manager, along with Mayor Bass are the City representatives on the TRPA Tahoe Living and Working Group.

Staff also attend panels and other opportunities when requested, to speak on the city's housing accomplishments. City staff attended the 2026 Tahoe Economic Summit and served as a panelist on the "Connecting Housing, Transportation, and Opportunity in the Tahoe Basin" breakout session. Additionally, in June, staff were invited to attend the Vista Rise Collective Community Housing Summit.

Summary and Highlights
Staff have provided quarterly updates to the City Council for two years on the affordable housing waitlist. As presented in the first section, the waitlist for affordable housing properties has

continued to decline annually. The first notable decline began in 2024 with the opening of Sugar Pine Village Phase 1. The 2026 waitlist numbers increased by 44 individuals. This could because there are increasing numbers of seniors in our community that are experiencing homeless or housing instability, and often with some type of disability. The 30% of Area Median Income units at Sugar Pine Village are in the highest need and include limited supply since they require more subsidy. Overall, as additional affordable units open, the waitlist continues to decline, exemplifying that both the supply of affordable housing units and programs implemented by the city and agency partners are supporting members of the community.

The Development Services team continues to work daily to support residents, developers, and a diverse range of interested parties to coordinate, partner, or just provide information and receive feedback. The city received the Prohousing Designation in April 2024 and continues to maintain that designation through submission of the General Plan Annual Progress Report and any other documentation requested from California HCD.

Financial Implications: There are no costs associated with this report, except the staff time that would be needed to provide quarterly updates to Council. This report does not result in any modifications to any Housing Programs or has any additional financial implications.

Environmental Considerations: This 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, Sections 15378(b)(2) and 15378(b)(4) and is, therefore, not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(3).

Policy Implications: This item is consistent with the following adopted policies and programs:

City General Plan Housing Element

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 2-5. 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.

Policy 5-1. The City shall promote housing opportunities for all persons regardless of source of income, age, race, religion, gender, sexual orientation, marital/familial status, national origin, disability, economic level, or other barriers that prevent choice in housing.

Program 2-9. The City shall continue to provide information that describes the myths and realities of multifamily and affordable housing development.

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:7

Agenda Item: Community Benefit and Enhancement Grant Guidelines and Cannabis Business and Professions Tax (formerly, Cannabis Community Benefit Fee) Revenue Allocation Policy Update

Executive Summary: Staff bring back requested changes to the City's community grant program with an updated Guidelines document and an update to the Cannabis Community Benefit Fee Revenue Allocation Policy, updating the program deployment window, and transferring $28,000 to the Arts, Culture, and Tourism commission's grant program budget.

Requested Action / Suggested Motions: 1) Pass a Motion adopting the Community Benefit and Enhancement Grant Guidelines and directing staff to deploy the grant program this fall with the intention to bring recommended awards to City Council by early December or before; and 2) Pass a Resolution approving and adopting the updated and retitled Cannabis Business and Professions Tax Revenue Allocation Policy, as presented, and transferring $28,000 of cannabis revenue to the Arts, Culture, and Tourism Commission's Community Grant Program for Fiscal Year 2026-2027.

Responsible Staff Member: Sara Letton, Sustainability Coordinator

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Finance Director Sergio Rudin, Interim City Attorney

Attachments:

01-_Staff_Report_Grant_Program_Guidelines_2026 (1).docx
02 - Cannabis Comm Ben Fee Rev Policy Redline.pdf
03 - Cannabis Business Tax Revenue Allocation Policy (Exh. A).docx
04 - City of SLT Grant Program Guidelines 2026.pdf
05 - Resolution Cannabis Revenue Allocation Policy.docx

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

Meeting Date: September 8, 2026

Title: Community Benefit and Enhancement Grant Guidelines and Cannabis Business and Professions Tax Allocation Policy Update

Location: Citywide

Responsible Staff Member: Sara Letton (530) 542-6175

Background: On June 16, 2026, council discussed 'Allocation of Cannabis Business and Professions Tax Revenue and Grant Program Funding.' Staff presented history of the four years of what has been known as the Cannabis Revenues Grant. This included allocating about $400,000 per year toward projects that were "designed to mitigate potential impact of the cannabis industry in South Lake Tahoe", per the Cannabis Community Benefit Fee Revenue Allocation Policy. Council direction on June 16, 2026 was to assign an ad hoc committee in order to return with updates to the City's grant guidelines and Policy.

Issue and Discussion: In November 2022, South Lake Tahoe voters approved Measure G, which replaced the Community Benefit Fee previously established under the development agreements with the Cannabis Business and Professions Tax. The Cannabis Business and Professions Tax is a general law tax, which can be used for any lawful government purpose by the City.

The ad hoc grant committee met twice and staff bring an updated Policy and Guidelines to council for consideration.

The June 16 council discussion, and the follow up discussion with the ad hoc committee, made it clear the desire is for a broader grant program. That breadth is presented in a deletion of the language, quoted above, that removes the constraint of mitigating impacts of the cannabis industry, since such constraints do not apply to the Cannabis Business and Professions Tax.

The redline is presented in Attachment 02 Cannabis Community Benefit Fee Revenue Allocation Policy, which also includes a title change to the Cannabis Business and Professions Tax Revenue Allocation Policy to reflect the current source of the revenue.

The updated policy therefore aligns the policy with the current revenue source while continuing to direct cannabis-related revenue toward a community grant program without the previous limitation related to mitigating impacts of the cannabis industry.

The ad hoc committee and staff developed a refreshed grant Guidelines document and a rebranding of the grant program to the 'Community Benefit and Enhancement Grant Program'.

The following list is a summary of proposed changes, encompassed within Attachment 04 Community Benefit and Enhancement Grant Process and Guidelines 2026 Update:

- Budget for awards set at $372,000.
- Evaluate proposals within four categories within which applicants will compete:
    - Youth Programs - sports access, education, etc.
        - $106,000 total available in this category
    - Basic Needs - Food assistance, housing assistance, & social services
        - $106,000 total available in this category
    - Mental Health & Substance Abuse
        - $106,000 total available in this category
    - Wildland Urban Interface and Natural Environment Management – e.g. wildlife management, defensible space, cleanups, plantings, etc.
        - $54,000 total available in this category
- Construction projects will not be eligible.
- Grant program deployment and awards planned for fall 2026

Financial Implications: $400,000 was approved by the City Council for the community grant program on August 25, 2026, as part of the adopted FY 2026-2027 budget. The attached resolution maintains the historical level of funding for community grants, but splits it between city grant programs with $372,000 budgeted for grants as described earlier in this staff report, and $28,000 directed toward the Arts, Culture & Tourism Commission's community grant program for competitive disbursement during FY 2026 – 2027.

The attached resolution amends the FY 2026 – 2027 annual budget to transfer $28,000 from the Cannabis Revenue account 223-02120-44032 to the Arts-Public Art account 217-04504-44032 to fund the Arts, Culture & Tourism Commission's Community Grant Program.

Environmental Considerations: This 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 other governmental 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 proposed process and guidelines update the established cannabis revenue allocation policy originally adopted on May 18, 2021. The updated grant program guidelines document is in alignment with, and falls under the guidance of, the "Financial Policies for Granting Funds for Community Benefit and Enhancement Grant Program."

CANNABIS ~~COMMUNITY BENEFIT FEE~~BUSINESS AND PROFESSIONS TAX REVENUE ALLOCATION POLICY

The City of South Lake Tahoe hereby establishes a policy for the allocation of ~~cannabis~~ Cannabis ~~Community Benefit Fee~~Business and Professions Tax revenue, as follows:

1. The City Manager is delegated authority to create a Community-wide Benefit Grant Program funded by Cannabis ~~Community Benefit Fee~~Business and Professions Tax revenue, per SLTCC Chapter 3.35. This program will provide funding to local schools, government agencies and non-profit organizations~~ with programs or projects designed to mitigate potential impact of the cannabis industry in South Lake Tahoe~~. The program will operate through an application process to be established prior to the next year's mid-year or annual budget process.

2. City Council will allocate up to 50 percent of the previous year's revenue to the new Community-wide Benefit Grant Program during a mid-year budget process.

3. City Council will allocate a portion of the remaining revenue back to the General Fund for projects that meet and/or enhance community needs and benefit a large cross section of residents having a direct correlation to resident services and enhancement in the areas of recreation, economic development, support services and the environment.

CANNABIS BUSINESS AND PROFESSIONS TAX REVENUE ALLOCATION POLICY

The City of South Lake Tahoe hereby establishes a policy for the allocation of Cannabis Business and Professions Tax revenue, as follows:

1. The City Manager is delegated authority to create a Community-wide Benefit Grant Program funded by Cannabis Business and Professions Tax revenue, per SLTCC Chapter 3.35. This program will provide funding to local schools, government agencies and non-profit organizations. The program will operate through an application process to be established prior to the next year's mid-year or annual budget process.

2. City Council will allocate up to 50 percent of the previous year's revenue to the new Community-wide Benefit Grant Program during a mid-year budget process.

3. City Council will allocate a portion of the remaining revenue back to the General Fund for projects that meet and/or enhance community needs and benefit a large cross section of residents having a direct correlation to resident services and enhancement in the areas of recreation, economic development, support services and the environment.

COMMUNITY BENEFIT AND ENHANCEMENT GRANT
Process & Guidelines
2026 Update

To assist the City Council in the implementation of the Community Benefit and Enhancement Grant program, the following process and guidelines have been developed to assist the City in an annual review of proposals for funding opportunities to local public agencies and nonprofit organizations with programs or projects designed to help the community.

Please note that this is a grant program for project funding. It is not a donation or sponsorship program. Strong applications will reference research, surveys, and/or government data and documents to establish a community need.

GRANT DETAILS

- A total of **$372,000** in funding is available. Minimum **$5,000 to maximum $30,000** requests will be considered in each of the following categories:
  - **Wildland Urban Interface and Natural Environment Management** – e.g. wildlife management, defensible space, cleanups, plantings, etc.
    - $54,000 total available in this category
  - **Youth Programs** - sports access, education, etc.
    - $106,000 total available in this category
  - **Basic Needs** - Food assistance, housing assistance, & social services
    - $106,000 total available in this category
  - **Mental Health & Substance Abuse**
    - $106,000 total available in this category

- Funds should be spent within one year
- No more than a 15% de minimus indirect cost rate allowed; unless the organization can provide a separate approved federal cognizant agency indirect cost rate.
- The City shall disburse 90% up front, and the final 10% shall be reimbursed upon successful completion of final reporting.
- Detailed documentation of eligible expenses is required.
- Proposals for construction projects will not be accepted. Construction projects are defined as "*construction, reconstruction, alteration, renovation, improvement, installation, demolition, or repair work done under contract and paid for using public funds are subject to prevailing wage requirements and will not be an eligible component of this grant program*."
- The City reserves the right to not fund to the maximum in each category of need.

WHEN CAN I APPLY?

The City grant program will open on by September 10, and the submittal period will remain open until 11:59 p.m. on October 6, 2026.

ELIGIBILITY

- You must have a current City of South Lake Tahoe Business License at the time of application submittal.
- Your entity must be located within the city limits or serve the community of South Lake Tahoe, CA.
- One application per entity will be considered.
- If you are a past year recipient, you must have successfully closed out a previous year's award before applying for a new grant.
- Must meet all requirements outlined in the city's "Financial Policies for Granting Funds for Community Benefit and Enhancement".

APPLICATION REVIEW

- Please be sure your application is complete when you send it in. The City reserves the right to not consider incomplete applications.
- Applications will be reviewed by a review committee, as designated by the City Manager.
- The review committee will make recommendations to the City Council for consideration and approval.
- To provide transparency, the City of South Lake Tahoe will post a list on the City's website showing all grant recipients and the amount received. By signing and submitting a grant program application with the City of South Lake Tahoe, you agree to have your entity's name along with the grant amount listed on the website. Please note that anything submitted to the City is considered public record and can be made available via a public records request.

SUBMITTING YOUR APPLICATION

You will be required to submit the following required documentation along with your signed application form:

1. A photo or copy of your current City of South Lake Tahoe **Business License.** This is free for nonprofits.
2. For nonprofits and government agencies, provide a current IRS Form **W-9** showing your Employer ID.
3. For nonprofits, click on this link for the **IRS database** to find your organization. Please take a screenshot of the page that shows your organization name and the IRS filings for the past year(s). This is required unless organization is a faith-based organization, a government entity or a Native American Tribe recognized by the federal government.
4. For nonprofits, attach your **IRS letter** with proof of tax-exempt status
5. For nonprofits, visit the **Secretary of State Business Search** website and take a screenshot showing 'active' status of your nonprofit, and attach it to your application. This is required unless organization is a faith-based organization, a government entity or a Native American Tribe recognized by the federal government.
6. For nonprofits, visit the CA **Department of Justice** website to verify your organization's registration. Search for your organization, and take a screenshot of the page that shows your organization's name, and that its registration with the Department of Justice is current. Attach a screenshot to your application. If your organization is delinquent or

revoked, you are not eligible to apply to this grant.

7. For governmental agencies, attach federal **TIN documentation**

Please submit the application form and the supporting documentation via email to Grantprogram@cityofslt.gov
Or send to:
City of South Lake Tahoe City Hall
Attn: Grant Program
1901 Lisa Maloff Way, Suite 210
South Lake Tahoe, CA 96150
Or bring to the Finance drop box at the above address.

To be considered for the grant, your materials must be in by 11:59 p.m. on October 6, 2026.

Contact the City of South Lake Tahoe at Grantprogram@cityofslt.gov **with questions.**

Resolution 2026-XXX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Updating the Cannabis Business and Professions Tax Revenue Allocation Policy and Amending the FY 2026-2027 Budget

BACKGROUND

A. The Cannabis Community Benefit Fee Revenue Allocation Policy was adopted by the City Council on May 18, 2021.
B. In November 2022, South Lake Tahoe voters approved Measure G, a ballot initiative that replaced the Community Benefit Fee with the Cannabis Business and Professions Tax.

C. On June 16, 2026 council appointed an ad hoc committee consisting of Councilmembers Horgan and Robbins to work with staff to bring back changes to the policy as discussed during said council meeting.

D. The 2026 updated policy removes language referring to the mitigation of impacts of the cannabis industry and updates the policy title to reflect the Cannabis Business and Professions Tax.

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 and adopts the updated and retitled Cannabis Business and Professions Tax Revenue Allocation Policy, attached hereto as Exhibit A, as presented.
2. Authorizes the Director of Finance to transfer $28,000 from the Cannabis Revenue account 223-02120-44032 to Arts-Public Art account 217-04504-44032 to fund the Arts, Culture & Tourism Commission's Community Grant Program for Fiscal Year 2026-2027.

Adopted by the City of South Lake Tahoe City Council on September 8, 2026 by the following vote:
Yes:
No:
Absent:
Abstain:

_____ Date:_____

Cody Bass, Mayor

Attest:

_____

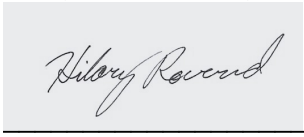
Susan Blankenship, City Clerk

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

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:8

Agenda Item: NorCal Small Business Development Center's Authorization to Apply to NorCal Small Business Development Center's RFP for hosting a Small Business Development Center 'Neighborhood Branch' office at City Facilities

Executive Summary: Staff present the opportunity for the City to host a 'Neighborhood Branch' office of the NorCal Small Business Development Center. This opportunity is presented as an RFP and requires 1:1 match. Staff would like to submit a proposals to host one SBDC advisor at a City office facility two days a week, 50 weeks per year for a City contribution of $35,000 and a NorCal SBDC contribution of $35,000 toward a total budget of $70,000.

Requested Action / Suggested Motions: Pass a Motion authorizing the City Manager to submit a proposal in response to NorCal Small Business Development Center's RFP for hosting a 'Neighborhood Branch' office at City Facilities in an amount up to $35,000 and accepting an in-kind donation for business advisory services valued at up to $35,000.

Responsible Staff Member: Sara Letton, Sustainability Coordinator and Zachary Thomas, Director of Development Services

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Finance Director Sergio Rudin, Interim City Attorney Hilary Roverud, City Manager

Attachments:

02 - RFP-Neighborhood-Branch_NorCalSBDC.pdf
03 - LOI from CSLT SBDC.pdf
04 - Donation_Approval_NorCal SBDC 2026.docx
01_-_Staff_Report_SBDC_Neighborhood_Branch_Auth_to_Apply.docx

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

Meeting Date: September 8, 2026

Title: NorCal SBDC Authorization to Apply to NorCal Small Business Development Center's RFP for hosting a Small Business Development Center 'Neighborhood Branch' office at City Facilities

Location: Citywide

Responsible Staff Member: Sara Letton, Zach Thomas

Background: The 2025 – 2030 Strategic Plan saw the adoption of Priority 4 – Grow and Diversify the Economy. With that, city staff have been engaging with community partners, as well as initiating new projects and programs, in pursuit of reducing the number of vacant/underutilized storefronts and properties, and increasing the proportion of non-service sector businesses in the city toward a more resilient and thriving local economy. Staff identified the NorCal Small Business Development Center's new RFP (Attachment 02) as presenting a key opportunity to achieve council's vision.

Issue and Discussion:

According to Congress.gov:

> The Small Business Administration's (SBA's) Small Business Development Centers (SBDCs) provide free counseling, training, and resources to small business owners and entrepreneurs. SBDCs operate in partnership with state governments and higher education institutions. This flagship technical assistance program evolved from when the SBA began operating in 1953, when the agency directly provided management and training services. The provision of these services through third-party partners began in the 1970s. Congress authorized the SBDC program in 1980 in the Small Business Development Centers Act of 1980 (P.L. 96-302).
>
> The services currently offered by SBDCs include
>
> - One-on-one counseling: SBDCs offer individualized counseling sessions with business advisors who have experience in a range of industries. These advisors help business owners with tasks such as developing a business plan or finding funding sources and identifying growth opportunities. Some SBDCs offer virtual counseling services accessible via phone, email, or video conference.
> - Training and workshops: SBDCs offer a variety of training programs and workshops to help entrepreneurs and small business owners build their skills and knowledge. These programs cover topics such as marketing, finance, and human resources.
> - Access to resources: SBDCs provide access to a range of resources, including market research data, industry reports, and other business tools.

The Northern California Small Business Development Center program (NorCal SBDC, funded by Cal Poly Humboldt Sponsored Programs Foundation (CPHSPF)) will "implement a revised service delivery model designed to meet the evolving demands of entrepreneurs and small business owners." To this end, they released an RFP SBDC 2026-02 seeking municipalities to host Neighborhood Branch offices with SBDC business advisors. The RFP presents the opportunity to pay for half of the value of a business advisor, while the program pays the other half. That additional value provided by the program is recognized by the City as a donation (Attachment 04).

A business advisor providing the services described above could be an excellent complement to the recently implemented programs of the City's Development Services department, such as the Business Concierge Program. Prior to this RFP, business advisors have worked out of an office in Truckee, limiting South Lake Tahoe entrepreneurs' access to in-person advising.

The RFP offers several levels of delivery, with host contributions of $35,000, $50,000, $75,000, or $100,000. Staff propose the $35,000 level, with NorCal SBDC providing $35,000 for a program budget of $70,000. This program will provide the community with onsite business advising two days a week, 50 weeks per year. The advisor will be a contractor of CPHSPF. A business advisor can advise on the multitude of challenges that entrepreneurs face, while city staff advise on the steps and permits needed to open the doors to a new business. These services dovetail nicely and can contribute to reducing barriers toward achieving those metrics articulated by council.

SBDC Neighborhood Branch Level	Services Included	Annual Base Funding from CPHSPF	Annual Funding from Applicant Organization	SBDC Neighborhood Branch Operating Budget
A	Onsite advising, *two* days per week, 50 weeks per year	$35,000	$35,000	$70,000
B	Onsite advising, *two* day per week, 50 weeks per year *Six* training events- one every other month	$50,000	$50,000	$100,000
C	Onsite advising, *three* days per week, 50 weeks per year *Twelve (12)* training events–one per month	$75,000	$75,000	$150,000
D	Onsite advising, *four* days per week, 50 weeks per year *Twelve (12)* training events– one per month	$100,000	$100,000	$200,000

The deadline for proposals is September 18, 2026. The RFP suggests start dates of either January 1, 2027 or July 1, 2027. The NorCal SBDC RFP suggests a program life cycle of six years, renewed annually, with no obligation for all six years:

> "This RFP is for proposals to serve as SBDC Neighborhood Branch hosts for a six-year period commencing either January 1, 2027 and ending December 31, 2032 or commencing July 1, 2027 and ending June 30, 2033. Contracts will be issued annually. The first contracts between CPHSPF and the successful bidders are expected to begin on January 1, 2027 or July 1, 2027. SBDC Neighborhood Branch host partners demonstrating satisfactory collaboration will have their contracts renewed annually for up to five additional years, provided funding to do so is appropriated for this purpose in subsequent federal, state, and CPHSPF budgets."

- Staff seek to ratify the Letter of Intent submitted on August 18, 2026 (Attachment 03) expressing an interest in responding to the RFP.
- Staff seek authorization to submit a proposal for hosting a Neighborhood Branch at the Level A - $35,000 contribution from the City with City Manager discretion on the start date. This also necessitates accepting the donation of $35,000 toward the balance of the value of the advisor position.

Financial Implications: The City contribution of $35,000 would be directed to NorCal SBDC. NorCal SBDC would provide the $35,000 balance of the value via their own grant programs. Thus, NorCal SBDC offer a value of $35,000 toward this program. If selected, staff will submit Donation Approval Form for the $35,000 value from NorCal SBDC (Attachment 04).
Program funds will be billed to 10001310 42020 in FY 2026/2027.

Environmental Considerations: This action is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (exempting general policy or procedure making and CEQA Guidelines section 15378(a) in that this is not “an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”

Policy Implications: This project supports Priority 4 of the 2025 – 2030 Strategic Plan.

REQUEST FOR PROPOSALS (RFP) – NO. 2026-SBDC-**02**

Small Business Development Center (SBDC) Neighborhood Branch

ISSUED BY

Northern California SBDC Lead Center

a program of

California State Polytechnic University, Humboldt Sponsored Programs Foundation

Questions about this RFP should be directed to:

Kristin Johnson, NorCal SBDC Executive Director
707-496-7079 or partnerships@norcalsbdc.org

IMPORTANT DATES:

July 17, 2026	RFP Issuance Date
July 23, 2026 3:00-4:30 PM PT	Optional Bidders' Conference #1 (ONLINE) *REGISTER HERE*
July 24, 2026 12:00-1:30 PM PT	Optional Bidders' Conference #2 (ONLINE) *REGISTER HERE*
August 3, 2026 10:00 AM–12:00 PM PT	Optional Bidders' Conference #3 (IN PERSON) *Courtyard by Marriott Palo Alto-Los Altos* *4320 El Camino Real, Los Altos, CA*
August 4, 2026 10:00 AM–12:00 PM PT	Optional Bidders' Conference #4 (IN PERSON) *Sheraton Grand Sacramento* *1230 J Street, Sacramento, CA*
August 18, 2026 **5:00 PM PT**	**DEADLINE: Letter of Intent Submission**
September 18, 2026 **11:59 PM PT**	**DEADLINE: Proposal Submission**
November 13, 2026	Partner Selections Announced
January 1, 2027 *or* July 1, 2027	Contract Start Date / Work Commences *(Start Date Dependent upon Negotiations)*

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Attachment 1 – Certification of Host Cash Match
Attachment 2 – Certification Regarding Lobbying
Attachment 3 – Certification Regarding Debarment, Suspension, Ineligibility and Exclusion

Section 1. Program Evolution

Beginning January 2027, the Northern California Small Business Development Center program (NorCal SBDC) will implement a revised service delivery model designed to meet the evolving demands of entrepreneurs and small business owners. Upcoming changes described below and throughout this document are in response to a number of economic factors, and aim to make NorCal SBDC a more sustainable and impactful program.

Through a combination of regional coordination, expanded neighborhood-based access points, and streamlined administrative support, NorCal SBDC aims to make it easier for businesses to connect with the right advisor, receive timely assistance, and access the full range of resources available throughout the network. At the same time, local communities will continue to benefit from dedicated support tailored to their unique economic and entrepreneurial needs.

The changes described below are intended to strengthen service delivery, expand collaboration, improve operational efficiency, and strategically position NorCal SBDC to be relevant and effective for years to come.

Summary of Changes from Existing SBDC Infrastructure

Introduction of SBDC Neighborhood Branches	20+ Neighborhood Branches will exist throughout the 36-county area, and report into the eight SBDC Centers. Each Neighborhood Branch will focus specifically on services to one city or community grouping.
Eight (8) SBDC Centers with Larger Territories	Each SBDC Center will oversee all SBDC services conducted within one of eight multi-county areas. A separate RFP process to host an SBDC multi-county Area is underway. Please see RFP NO. 2026-SBDC-01 for additional details.
All Fiscal Hosting by Cal Poly Humboldt Sponsored Programs Foundation (CPHSPF)	CPHSPF will be responsible for all budgeting, accounting, and will take on the burden of full cashflow needs for all Neighborhood Branches. Local hosts to the Branches will not be responsible for accounting, fiscal reporting, or fiscal reviews/audits.
All Key Staff Employed by CPHSPF	Each of the eight centers will have a locally-stationed Area Director and Associate Director, and there will be a pool of Program Assistants to coordinate activities in each area. All of these positions will be posted by CPHSPF, and all employees will report directly to the Lead Center of the NorCal SBDC.
All Business Advisors Contracted through CPHSPF	All business advisors in the NorCal SBDC program will become contractors of CPHSPF. The contracted business advisors will be located throughout the 36-county region. The eight SBDC Centers will

	oversee the advisors. A solicitation for Business Advisors is also underway. Please see RFQ NO. 2026-SBDC-03 for additional details.
Increased focus on Innovation, Technology and AI	NorCal SBDC will move towards offering tech and innovation assistance throughout the network– not solely from the Tech Futures Group SBDC. Each NorCal SBDC Center will actively make connections with incubators, accelerators and other technology-focused organizations. NorCal SBDC will continue and increase integration of artificial intelligence (AI) as a topic of business assistance, as well as increase utilization of AI for network efficiency in operations.

Section 2. Introduction

1. Quick Facts

- Issuing Entity– California State Polytechnic University, Humboldt – Sponsored Programs Foundation (CPHSPF)
- Prime Funders – U.S. Small Business Administration (SBA), California Governor's Office of Business and Economic Development (GO-Biz)
- Announcement Type: Initial – Open
- RFP Number: 2026-SBDC-02
- Closing date for submissions: Proposals are due by 5 PM PST on September 18, 2026. Entities planning to submit a proposal are strongly encouraged to first submit a letter of intent, no later than 5 PM PST on August 18, 2026.
- Funding Amount: Up to $2,000,000 is available for SBDC Neighborhood Branches. Individual branches will be allocated between $35,000 and $100,000.
- Number of Awards: It is expected that 20+ individual agreements will be funded.
- Funding Cycle: Funding is on an annual cycle of either January to December-OR- July to June. Contracts will be eligible for annual renewal for up to six (6) years.

2. Purpose

This Request for Proposals (RFP) is being issued from the Northern California Small Business Development Center Program (NorCal SBDC) hosted by California State Polytechnic University, Humboldt Sponsored Programs Foundation (CPHSPF), which, through a shared cooperative agreement with the United States Small Business Administration (SBA), serves as host to the NorCal SBDC. This RFP is intended to identify local cities, counties and other partners to host the delivery of high-quality services to small businesses and new entrepreneurs, allowing them to start and grow businesses, create jobs, increase sales, and gain capital and investment. The goal of this RFP is to utilize a competitive process to

leverage resources and partnerships in a manner that will achieve the greatest outcomes for the small business community in Northern California while ensuring accountability, transparency, and impact for the state and federal taxpayer dollars used to fund the program.

3. Reasons for Considering this Solicitation

Small Business Development Centers provide direct and measurable economic benefits to the communities they serve. Established during the Carter administration, SBDCs are designed to stimulate business formation and contribute to long-term business success and survivability. The SBDC program is the largest federally designated technical assistance program focused on supporting startup and growing small businesses in all 50 states and U.S. territories. SBDC host organizations join a collaborative network that shares expertise, resources, and connections to strengthen economic development efforts and achieve shared goals.

Hosting an SBDC Neighborhood Branch enables an organization to advance their own economic development plan while expanding support for entrepreneurs and small businesses. Additional benefits include:

- An opportunity to leverage SBDC funding from federal, state, foundation, and corporate resources for mutually beneficial programming.
- A vehicle for providing focused, tailored services directly to a specific jurisdiction's business community;
- Access to quantitative and qualitative data per jurisdiction on client service levels and business success outcomes for reporting, strategic planning, and stakeholder communications;
- Increased visibility for the organization within the region and state;
- A deeper understanding of business community needs;
- Expanded partnership opportunities with institutions of higher education and other economic development organizations in the region and state;
- Collaborative opportunities with strategic public and private sector partners;
- Enhanced digital presence for the organization through websites and social media;
- An ability to offer tangible benefits to local constituents.

This opportunity positions host jurisdictions and organizations to leverage significant resources, demonstrate measurable impact, strengthen regional partnerships, and become part of one of the nation's largest economic development networks.

4. Background Information

The NorCal SBDC Network is the collaborative partnership between the SBA, GO-Biz and CPHSPF, supporting businesses in the northernmost 36 counties in California, stretching from Santa Cruz to Crescent City, and from Stockton to Alturas, including the San Francisco Bay Area, Silicon Valley, and the Sacramento metro region. The NorCal SBDC Network provides technical services (advising and training) to existing and emerging small businesses with a focus on growth industries in the region. Each host organization for a local service

location becomes a partner in the NorCal SBDC Network via a contract with CPHSPF.

The administrative headquarters for NorCal SBDC is called the Lead Center. The Lead Center is the entity that is engaged via a Cooperative Agreement with the SBA, and via contract with GO-Biz to administer the network. The Lead Center for the NorCal SBDC Network is hosted by the Sponsored Programs Foundation of California State Polytechnic University, Humboldt, the northernmost university in the CSU system. The offices of the NorCal SBDC Lead Center are located in Arcata, California, and Kristin Johnson is the Northern CA SBDC Executive Director.

Per federal regulation, the NorCal SBDC Executive Director is granted the authority and is directly responsible for assigning and achieving the goals and objectives of the program. The Executive Director is the primary contact for strategic direction and for monitoring and overseeing the investments and outcomes of the program.

5. SBDC Services

Per its mandate, the SBDC program is designed to provide high-quality business and economic development assistance to small businesses and entrepreneurs to promote business start-up, growth, expansion, innovation, profitability, management improvement, and job creation. Each local service location provides in-depth, high-quality assistance to small businesses in complex areas that require specialized expertise. These areas may include, but are not limited to: management, marketing, financing, accounting, strategic planning, regulation and taxation, capital formation, venture capital, procurement, human resource management, production, operations, economic and business data analysis, engineering, technology transfer, innovation and research, artificial intelligence (AI) integration, new product development or commercialization, product analysis, plant layout and design, agriculture, business law and referral, exporting, office automation, site selection, or any other areas of assistance required to promote small business growth, expansion and productivity. In addition to advising, the NorCal SBDC Network provides training, conducts special events, and provides business-specific research and referral services.

6. Partnership Model

The Northern California SBDC Network is a shared partnership among its various vested partners. The partnership concept stresses the participation of each partner in the strategic direction, operation, and service delivery of the network. Shared financial partnering is specifically defined as an SBDC characteristic. Local host partners are expected to contribute funding to support SBDC services and create lasting positive economic impact in their communities. Note that the term “partnership” does not mean the creation of a legal entity partnership, but rather the creation of a relationship that is characterized by mutual cooperation and responsibility for the achievement of common goals.

7. Authorizing Legislation and Funding Sources

The SBDC Program is authorized through Congress and partially funded by the U.S. SBA and

by GO-Biz. The NorCal SBDC is governed by Section 21 of the Small Business Act (15 U.S.C. § 648), federal regulations 13 C.F.R. Part 130, and California Government Code Section 12100-12100.69. Although the Lead Center is responsible for the general management and oversight of the NorCal SBDC program, a partnership exists between SBA, GO-Biz, the Lead Center, and the local host partners for the delivery of assistance to the small business community in the region. SBDCs, under Section 21 of the Small Business Act (15 U.S.C. § 648), are required to provide advising and training to small businesses, including working with the SBA to develop and provide informational tools to support business start-ups and existing business expansion. In addition, pursuant to 13 CFR Part 130.330(c), SBA may, from time to time, identify certain Special Emphasis Initiatives to be targeted for assistance by SBDCs. The NorCal SBDC Network maintains a strong working relationship with the SBA District Offices located in San Francisco and Sacramento, California.

All SBDC services are provided pursuant to the NorCal SBDC Network Cooperative Agreement with the U.S. SBA; Federal OMB circulars; U.S. SBA Guidelines and Regulations; Grant Agreements between GO-Biz and CPHSPF; and the CPHSPF Policy and Procedures Manual.

8. Applicant Eligibility

Eligible host organizations include:

- Local municipalities or counties;
  OR
- Organizations that work closely with a specific jurisdiction in the area of economic development, including:
  - Chambers of commerce
  - Fully accredited institutions of higher education such as public and private universities, state and community colleges;
  - Public economic development institutions such as workforce investment boards and economic development corporations; and
  - Local incubators, accelerators or private nonprofit corporations engaged in economic development activities;

Proposals will only be accepted from organizations that:

- Are qualified to conduct business in the State of California;
- Are in good standing with the Secretary of State; and
- Have **not** been debarred or had contracts terminated by the federal government, State of California or local government.
- Are **not** a for-profit business.

9. Service Territory and Funding Available

The 36-county region is first split into eight service territories. Each of the eight territories maintains multiple Neighborhood Branches. The Lead Center intends to select 20+ Neighborhood Branches. In the proposal, each applicant must choose the level of SBDC services they desire to be focused on in their particular city/county. (See below.) The Lead

Center reserves the right to reallocate funding to best meet the needs of the business community. All funding amounts are projected and are subject to change based on availability of federal and state funds.

SBDC Neighborhood Branch Level	Services Included	Annual Base Funding from CPHSPF	Annual Funding from Applicant Organization	SBDC Neighborhood Branch Operating Budget
A	Onsite advising, *two* days per week, 50 weeks per year	$35,000	$35,000	$70,000
B	Onsite advising, *two* day per week, 50 weeks per year *Six* training events- one every other month	$50,000	$50,000	$100,000
C	Onsite advising, *three* days per week, 50 weeks per year *Twelve (12)* training events–one per month	$75,000	$75,000	$150,000
D	Onsite advising, *four* days per week, 50 weeks per year *Twelve (12)* training events– one per month	$100,000	$100,000	$200,000

10. General Information

This RFP is for proposals to serve as SBDC Neighborhood Branch hosts for a six-year period commencing ***either*** January 1, 2027 and ending December 31, 2032 ***or*** commencing July 1, 2027 and ending June 30, 2033. Contracts will be issued annually. The first contracts between CPHSPF and the successful bidders are expected to begin on January 1, 2027 or July 1, 2027. SBDC Neighborhood Branch host partners demonstrating satisfactory collaboration will have their contracts renewed annually for up to five additional years, provided funding to do so is appropriated for this purpose in subsequent federal, state, and CPHSPF budgets. The Network anticipates issuing an RFP prior to awarding of contracts in 2033. The Lead Center reserves the right to terminate the contracts of organizations for noncompliance according to the terms of the contracts issued, as well as to add organizations prior to 2033 as needed to meet service delivery goals.

The bidding process for this procurement is competitive and proposals will be judged based on their compliance with RFP guidelines, and each respondent's ability to meet stated requirements in Section 3, SBDC Program Overview and Host Requirements and Section 4, Proposal Submission Process. Only those proposals that meet these requirements will be evaluated according to the criteria in Section 5, Selection Process and Evaluation Criteria. Further review may occur through interviews and/or site visits to one or more applicants. Oral communications with CPHSPF officers and employees shall be non-binding on CPHSPF and shall in no way exclude the bidder of obligations as set forth in this package.

CPHSPF reserves the right to amend, alter or change the rules and conditions contained in this RFP prior to the deadline for submission of proposals.

CPHSPF reserves the right to negotiate with any qualified applicant, or to modify or cancel in

part or in its entirety contract provisions if it is in the best interest of CPHSPF to do so.

CPHSPF reserves the right to extend the submission deadline should this be in the best interest of CPHSPF. Proposing organizations will have the right to revise their proposals in the event that the deadline is extended.

Upon award of contracts to the successful bidders, the contract will be between CPHSPF and the applicant organization.

11. Bidder's Costs

Costs for developing proposals are entirely the responsibility of the bidder and shall not be reimbursed by CPHSPF.

Section 3. SBDC Program Overview and Host Requirements

1. Focus on Economic Results

A core differentiator between the SBDC and other federal, state, and local business assistance programs is the SBDC's focus on economic results (quantifiable successes) produced by its services. All SBDC advising aims at creating measurable outcomes with each client business, including: business startups, increases in sales, obtaining loan financing or equity investment (capital infusion), job creation and job retention. Annually, more than 40% of NorCal SBDC business clients should achieve one of these measurable results.

Applicants should note that the SBDC is not a social, entitlement, or workforce development program. The Network's business model is to serve small business owners and entrepreneurs. **Training of employees (workforce) is not an eligible activity of the program.**

SBDCs serve both startup and existing businesses. **The primary focus of the NorCal SBDC Network is on existing (in business) companies.** Sixty-five percent (65%) of all clients receiving services from the NorCal SBDC are small businesses that are beyond the startup phase of operations and are specifically looking for help growing their enterprises and responding to challenges and opportunities in their industries. The local SBDC Neighborhood Branch will deliver in-depth and high-quality confidential business advising and assistance with access to capital.

2. Core SBDC Services

a. Advising

The core service provided through SBDC is advising. The SBDC shall design and provide quality advising services through the Neighborhood Branches to improve the skills and knowledge of existing and prospective small business owners. All advising shall have an identified and measurable goal that is agreed upon by an advisor and a client.

Business assistance topics that will be available to clients at a Neighborhood Branch shall include: operations, manufacturing, engineering, evaluation and adoption of new technology solutions, artificial intelligence, personnel administration, marketing, sales, merchandising, accounting, loan readiness, technology commercialization, equity financing, securing loans, business strategy development and other disciplines required for small business growth, expansion, innovation, productivity, and/or management improvement.

Fees may not be charged for SBDC advising. If an applicant to this RFP serves fee-based clients, methods must be identified and clearly described for how referrals will be made to the SBDC and how the bidder will ensure conflicts will not arise between fee-based and free advising.

b. Capital Access Assistance
All SBDC Neighborhood Branches will assist small businesses in obtaining growth capital through lending and equity investments. Services in this area shall include business plan development, financial statement preparation and analysis, cash flow preparation and analysis, understanding lending terms, loan application assistance, coaching on presentations for equity investors, etc.

c. Assistance to Innovation and Technology Companies
The SBDC Neighborhood Branch shall have access to specialized advising and commercialization assistance to innovation-driven and technology-based companies seeking to develop, launch, commercialize, and scale new products, services, and technologies. Opportunistically, the SBDC shall maintain relationships with universities, research institutions, incubators, accelerators, venture capital firms, angel investor groups, corporate innovation programs, and other technology ecosystem partners to connect clients with specialized resources and funding opportunities.

d. Client Activity and Performance Tracking
The ability of the NorCal SBDC to measure and report client impact is essential to demonstrating program effectiveness. Client advising activity and economic outcomes are tracked on an ongoing basis to evaluate program performance and report the impact of services delivered throughout the network.

The NorCal SBDC utilizes NeoSerra, its proprietary client management and reporting system, to document client engagement, advising activity, and economic outcomes. The NorCal SBDC workforce is responsible for the collection, maintenance, and reporting of program performance data.

Program performance and client outcomes are regularly reviewed by Leadership and shared with Neighborhood Branch Hosts to evaluate service delivery and overall program impact. Neighborhood Branch Hosts are not responsible for entering or maintaining data within NeoSerra.

e. Training
Each SBDC Neighborhood Branch may offer local trainings/ workshops that are relevant to groups of business owners and/or entrepreneurs in their proposed service area. Trainings can and should also be a good way to generate new advising leads. All local trainings should be co-sponsored with the private sector and other organizations, to extend outreach and productivity.

While local trainings provide education on topics that many small businesses have in common, trainings should be viewed as a secondary service of the SBDC, behind advising, capital access assistance, and assistance to innovation companies.

Regional online trainings presented by the Lead Center support businesses throughout

the 36-county footprint of NorCal SBDC and should not be duplicated at the local level, unless expressly requested by a partner organization.

3. SBDC Workforce

a. CPHSPF will directly employ an Area Director and an Associate Director who will work with the Neighborhood Branch host organization to coordinate services. Business Advisors providing 1-on-1 advising and training will all be CPHSPF contractors. Work of the contract advisors will be overseen by the Area Director and Associate Director. All employees and contractors will be recruited and selected by the Lead Center's established hiring and procurement processes.

4. Host Requirements

a. Facilities

Each SBDC Neighborhood Branch shall maintain one or more visible, professional, fully-equipped office location(s) that comply with Americans with Disabilities Act (ADA) requirements. A dedicated and secured area must be provided to meet with clients and must be adequate to protect client confidentiality. Each Neighborhood Branch must have access to adequate conference room facilities to accommodate group training sessions. Conference rooms may be at a different physical address from the office location(s). Each Neighborhood Branch facility shall have access to parking for business clients and employees.

b. Position inside host organization

A special note for counties and municipalities: When a county or municipality is the host organization for a Neighborhood Branch, services are usually managed within the unit of the county or municipality that is responsible for economic development, community development, and business permitting and/or workforce development. If a city or municipality is applying to host an SBDC that delivers services beyond its geographic borders, the bidder must have the authority to work outside these boundaries.

c. Participation in Centralized Intake

Participation in Centralized Intake is mandatory for all Neighborhood Branches. The NorCal SBDC leads the nation in its utilization of a centralized intake team, where incoming clients are registered by specially trained staff housed at the Lead Center. All prospective clients seeking SBDC services must be referred through the Centralized Intake process to ensure consistent registration, onboarding, and assignment to the most appropriate Advisor based on the client's needs and geography. This approach reduces administrative burden for Neighborhood Branches while providing a high-quality, consistent intake experience for new clients.

e. Community Leadership & Partnerships

The Neighborhood Branch Host is expected to leverage its relationships and regional

presence to help increase awareness of the NorCal SBDC and facilitate connections with organizations that support entrepreneurship, innovation, and small business development within the community. The Host should maintain regular communication and collaborate with the NorCal SBDC Lead Center to strengthen community partnerships and expand awareness of SBDC services.

This may include connecting the NorCal SBDC with financial institutions, capital providers, chambers of commerce, economic development organizations, colleges and universities, business associations, community-based organizations, and other strategic partners.

The Neighborhood Branch Host should also help identify opportunities to strengthen the visibility, reach, and long-term impact of the Neighborhood Branch within the community.

f. Local Financial Contribution

The Neighborhood Branch Host shall provide a local financial contribution equal to the selected SBDC investment level ($35,000–$100,000). The local contribution demonstrates the Host's commitment to supporting small business development within the community and ensures a shared investment in the success of the Neighborhood Branch.

All Neighborhood Branch funding and matching contributions shall be dedicated exclusively to the services and activities of that specific Neighborhood Branch.

Section 4. Proposal Submission Process

1. Letter of Intent

Organizations wishing to submit a proposal in response to this RFP are *strongly encouraged* to submit a Letter of Intent to the NorCal SBDC Lead Center by **5:00 PM PDT on August 18, 2026**.

Letters of Intent should be submitted as a Microsoft Word document (.doc or .docx) or PDF, addressed to Kristin Johnson, Executive Director, and emailed to partnerships@norcalsbdc.org.

At a minimum, the Letter of Intent should include:

- Organization name and address
- Primary contact name, title, phone number, and email address
- The requested SBDC Neighborhood Branch city or county.

2. Proposal Submission

All proposals must be completed and submitted through the StartUpTree application portal: https://norcalsbdc.startuptree.org/competitions

The application portal will open on July 17, 2026, at 12:00 AM PDT and will close at **5:00 PM PDT on September 18, 2026**. Late submissions will not be accepted.

Applicants must first create a StartUpTree user account to access the proposal. Once logged in, complete all required questions and upload all requested documents through the StartUpTree portal. Some questions contain multiple prompts. Carefully review each question and ensure your response addresses all requested information.

Suggested word counts displayed within StartUpTree are provided for guidance only and are not enforced.

For the best experience, applicants are encouraged to draft responses in a separate Word or Google document before entering them into StartUpTree. Although applications may be saved and revisited before submission, applicants are strongly encouraged to maintain a separate copy of their responses.

3. Technical Proposal

Complete the following questions within StartUpTree and upload requested documentation. Suggested response lengths are provided within the StartUpTree application to help applicants prepare concise, complete responses.

a. Organization Background
   - Provide a brief overview of your organization, including the community it serves and

its target constituents/clients.
    - If the applicant is not a municipality, describe the location(s) in which the organization operates and its relationship with the local municipality.
    - Does the organization have a preexisting relationship with the NorCal SBDC? If so, please elaborate.

b. Goal Alignment
    - Explain how hosting an SBDC Neighborhood Branch would align with your organization's economic development priorities, business growth goals, CEDS plans, or other long-term economic initiatives.

c. Proposed Location(s)
    - Describe the proposed SBDC Neighborhood Branch location(s) and facilities, including how they will provide convenient access for the small business community being served.
    - For each proposed facility, indicate whether the space is currently under the control of the applicant or if it must be identified, negotiated, and/or leased.

d. Facility Requirements
    - Select all facility requirements that can be accommodated at the proposed location(s).
        i. ☐ Accessible for individuals with disabilities
        ii. ☐ Ability to display temporary SBDC signage
        iii. ☐ Private office space for one-on-one advising
        iv. ☐ Accessible free or low-cost parking

e. Programming
    - Describe the specialty or emphasis areas the proposed SBDC Neighborhood Branch should focus on. Include any industries that should be prioritized and any language capabilities needed to best serve the local community.

f. Partnerships
    - Describe any significant existing relationships your organization has with lenders, venture capital firms, angel investors, or other capital partners that may be leveraged to support clients of the proposed SBDC Neighborhood Branch.
    - If your organization has existing partnerships with innovation/technology incubators, accelerators or similar, please describe them.

4. Certifications and Assurances

Applications submitted without these documents will be considered incomplete.

a. Complete and upload Attachment 1 ("Certification of Host Cash Match")
b. Complete and upload Attachment 2 ("Certification Regarding Lobbying")
c. Complete and upload Attachment 3 ("Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion")

5. Additional Supporting Documents

a. Upload any additional supporting documents you would like to include with your

application, such as letters of support or organizational collateral. If submitting more than one document, combine all files into a single PDF before uploading. Additional attachments are optional.

Section 5. Selection Process and Evaluation Criteria

1. Selection Process

a. After the period has closed for receipt of proposals, each proposal will be evaluated to determine compliance with the requirements of this RFP. If a proposal does not meet all requirements, it will be considered nonresponsive and rejected from further evaluation.
b. The evaluation committee will then review all responsive proposals against the evaluation criteria listed below. Proposals will be ranked based upon score.
c. The evaluation committee reserves the right to designate one or more members of the committee to perform oral interviews with one or more finalists. The oral interviews will confirm information presented in the proposal.
d. The evaluation committee reserves the right to designate one or more members of the committee to perform in-person site visits with one or more finalists. The site visits will confirm information presented in the proposal and oral interviews.
e. A contract will be awarded to applicants with highly scored proposals, and any additional information gathered from oral interviews and/or site visits, if deemed necessary.
f. CPHSPF reserves the right not to award any awards.
g. Upon selection of proposed recipients, a Notice of Intent to Award will be posted for five (5) working days at the NorCal SBDC Lead Center Office, StartUp Humboldt, 876 7th St, Arcata, CA 95521. A Notice of Intent to Award will also be posted online at www.norcalsbdc.org. Winning bidders will be notified verbally or in writing as to their selection as the proposed contract awardee at the time CPHSPF posts the Notice of Intent to Award.
h. Unsuccessful applicants will be notified in writing on the date CPHSPF posts the Notice of Awards.
i. Preliminary contract negotiations shall begin on the sixth workday after the date the Notice of Intent to Award is posted.

2. Proposal Evaluation Criteria

Proposals will be reviewed and scored by an evaluation committee. Evaluation of proposals will be based on the criteria shown.

Criteria	Points
HOST ORGANIZATION ALIGNMENT Host organization's goal alignment with SBDC programming and the local city/county economic development plans.	Up to 40
FINANCIAL STABILITY Organization is well positioned to provide cash match funds for SBDC; capacity for growth; long-term sustainability of organization is not in question.	Up to 25
PROPOSED LOCATION(S) Host organization's office and training locations are accessible and reasonably simple for business owners to find. No or low cost parking is available.	Up to 20

PARTNERSHIPS Evidence of relationships with lenders, equity capital firms, or innovation/technology-related organizations.	Up to 15
Total Points Possible	**100 points**

3. Grounds for Rejection

a. CPHSPF reserves the right to waive any immaterial deviation in a proposal; however, the waiver of an immaterial deviation in a proposal shall in no way modify the document or excuse the bidder from full compliance with the proposal requirements after the bidder is awarded the contract.

b. A proposal shall be rejected if:

1) The proposal package is received after the time and date set for receipt of proposals.
2) The proposal contains false or misleading statements or references which do not support an attribute or condition contended by the bidder; and if, in the opinion of CPHSPF, such information was intended to erroneously mislead CPHSPF in its evaluation of the proposal.
3) The proposal is confidential, conditional, incomplete, or if it contains any irregularities.
4) The bidder does not meet the required cash match dollar amount.
5) The Certification of Local Match is incomplete.
6) The proposal does not include all Certifications and Assurances.
7) All signatures are not provided.

4. Debriefing

Written debriefings of the evaluation results will not be provided to unsuccessful proposals. Oral debriefings may be provided at CPHSPF's discretion.

CITY OF
SOUTH LAKE TAHOE

Office of the City Manager

Hilary Roverud, City Manager
hroverud@cityofslt.gov
(530) 542-6024

1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
www.cityofslt.gov

August 18, 2026

Kristin Johnson, NorCal SBDC Executive Director
Northern California SBDC Lead Center
CalPoly Humboldt Sponsored Programs Foundation

Subject: SBDC Neighborhood Branch Letter of Intent, RFP 2026-SBDC-02

Dear Ms. Johnson,

The City of South Lake Tahoe sends this Letter of Intent to respond to your RFP 2026-SBDC-02 by September 18, 2026 deadline. The City's intention is to apply to host a Neighborhood Branch office at our Development Services office at 1052 Tata Lane, South Lake Tahoe, CA 96150. Our interest is at the $35,000 level, for onsite advising two days per week, 50 weeks per year.

Your primary contact will be:
Sara Letton
Sustainability Coordinator
530-542-6175
sletton@cityofslt.gov

We are grateful for this opportunity and look forward to submitting a proposal following authorization from our City Council.

Sincerely,

Hilary Roverud, AICP
City Manager, South Lake Tahoe, CA
hroverud@cityofslt.gov
CC: partnerships@norcalsbdc.org

CITY OF
SOUTH LAKE TAHOE

DONATION APPROVAL FORM

Name of Donor: Cal Poly Humboldt Sponsored Programs Foundation (CPHSPF), NorCal Small Business Development Center

Address: 416 3rd Street, Eureka, CA 95501

Description of donation: City provides $35,000 to NorCal SBDC for the services of a business advisor two days a week, 50 weeks a year, and NorCal SBDC will contribute an additional **$35,000 toward the value of the business advisor** for a total value of $70,000. NorCal SBDC will pay the business advisor, thus the City will not be accepting an actual monetary donation. The CPHSPF will pay the business advisor directly.

This will not be a City employee, but will be employed by NorCal SBDC, and housed with an office at City Facilities.

Donor estimate of current value: $35,000 value for services provided by donor.

Potential immediate or initial acquisition or installation cost, any on-going maintenance or replacement cost, any other cost required for acceptance/completion: Some staff time is required to take on the role of site supervisor. The business advisor will also need a dedicated office space and access to city facilities, provided Development Services and IT departments.

Intended use: The Business Advisor will be supervised by Zach Thomas, Director of Development Services and will work two days a week providing typical SBDC services as described in the RFP SBDC 2026-02.

Conditions of acceptance or donor designation: Agreement for Services between the City and NorCal SBDC.

Remarks: Economic Development is identified as a priority in the City 2025-3030 Strategic Plan.

City Departments receiving donations: City Manager

Account Number for Revenue:

The donation is for a value of services provided to the city. The City is not accepting money.

APPROVED BY:

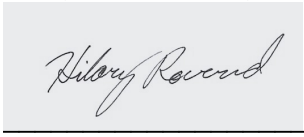
		Name/ Title	**Signature**	**Date**
Up to $5,000	Department Head			
Up to $10,000	Finance Director			
$5,000 to $10,000	City Manager			

Over $10,000: Date Approved by City Council: October 6, 2026

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #:9

Agenda Item: Parks & Recreation Commission Policy Recommendations for Local Youth Nonprofit Fees & User Prioritization Policy

Executive Summary: At the May 19, 2026, City Council meeting, staff was directed to bring an item to the Parks & Recreation Commission to bring back to City Council a recommendation for the following for the Multigenerational Recreation & Aquatics Center (Rec Center): â€¢ Master Fee Schedule Proposal for Discount for Local Youth Serving Nonprofits â€¢ User Prioritization Policy On August 19, 2026, the Parks & Recreation Commission passed a motion recommending to City Council to approve the following: â€¢ Master Fee Schedule discount for Local Youth Serving Nonprofits of 40% on facility rentals â€¢ User Prioritization Policy following the order below: 1. City-run public recreation services 2. City sponsored programs 3. Local youth and senior serving non-profit rentals 4. Nonprofit rentals 5. Private rentals Schedule creation would remain an administrative capacity of staff and staff would use this prioritization list to guide scheduling decision-making. Staff may alter schedules to prioritize revenue generating rentals to maximize facility utilization and reduce the Rec Centerâ€™s General Fund subsidy. Examples include facility event rentals including but not limited to weddings, receptions, conferences, meetings, tournaments, competitions and swim meets.

Requested Action / Suggested Motions: Pass a Resolution amending the adopted Schedule of Master Fees to include a 40% discount for local youth serving nonprofits for facility rentals at the Multigenerational Recreation & Aquatics Center.

Responsible Staff Member: John Stark, Director of Parks & Recreation

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

01-Staff_Report_-_Local_Youth_Nonprofit_Fees_User_Prioritization_Policy_Update_8.27.docx
02-Resolution-P_R_Commission_Policy_Recos_for_Local_Youth_Nonprofit_Fees_User_Prioritization_Policy_Updated_

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

Meeting Date: September 8, 2026

Title: P&R Commission Policy Recos for Local Youth Nonprofit Fees & User Prioritization Policy

Location: Multigenerational Recreation & Aquatics Center

Responsible Staff Member: John Stark, Director of Parks & Recreation (530) 307-9145

Background: At the May 19, 2026, City Council meeting, staff was directed to bring an item to the Parks & Recreation Commission to bring back to City Council a recommendation for the following for the Multigenerational Recreation & Aquatics Center (Rec Center):

- Master Fee Schedule Proposal for Discount for Local Youth Serving Nonprofits
- User Prioritization Policy

Issue and Discussion: The Parks & Recreation Commission Recreation & Equitable Access subcommittee met on June 2, 2026, to discuss both of these items. This item was brought to the Parks & Recreation Commission on June 18, 2026, for discussion and again on August 19, 2026, where a motion was passed to recommend to City Council a 40% discount for local youth serving nonprofits for facility rentals along with the user prioritization policy.

Master Fee Schedule Proposal for Discount for Local Youth Serving Nonprofits

The existing non-profit discount in the Master Fee schedule is a 25% discount for facility rentals. Currently, the Tahoe Bluefins Swim Club, a local youth serving nonprofit, has a six-month City sponsorship that includes 55% discount as well as support of one lifeguard for their rental.

The subcommittee discussed creating a new discount for the Master Fee schedule that would apply to all local youth serving nonprofits. The subcommittee proposed consideration of a discount of 35 to 55% for local youth serving nonprofits to be discussed by the Parks & Recreation Commission for review and potential recommendation to City Council. After review by the Parks & Recreation Commission, the commission passed a motion recommending the City Council to adopt a 40% discount for local youth serving nonprofits fee.

Staff recommend that “local” include all organizations within the Tahoe Basin that are open to City residents and “nonprofit” include all different types of nonprofit organizations.

User Prioritization Policy

The subcommittee discussed how current schedules for spaces within the Rec Center are produced by Parks & Recreation staff through administrative function. Staff balance schedules between City programs, drop-in programming, contract-instructor programming and rentals. Spaces available for programming include the Multipurpose Pool, Recreation Pool, Gym, Community Room, Dance & Fitness Studio, Lakeview Room, Party Room, Exercise Room, Climbing Wall, and Batting Cages.

Program and rental offerings change throughout the year with some programs being offered year-round and some that are offered seasonally changing the timing of when different programs are scheduled. There are many different user groups that use the different spaces available. This requires staff to strike a balance between the many different user groups to provide access for the entire community.

Scheduling decisions are guided through the following principles:

- City-run public recreation services take precedence over outside use
- Community benefit uses should receive scheduling preference over private benefit uses
- Access for local youth-serving organizations and seniors have preference
- Facility time will be monitored by staff for efficient use
- No user obtains a permanent right to a specific time slot

City Council requested a policy be recommended for which user groups are granted scheduling priority. The Parks & Recreation Commission passed a motion to recommend to City Council adopting the following prioritization for user groups in the list below:

1. City-run public recreation services
2. City sponsored programs
3. Local youth and senior serving non-profit rentals
4. Nonprofit rentals
5. Private rentals

Schedule creation would remain an administrative capacity of staff and staff would use this prioritization list to guide scheduling decision-making. Staff may alter schedules to prioritize revenue generating rentals to maximize facility utilization and reduce the Rec Center's General Fund subsidy. Examples include facility event rentals including but not limited to weddings, receptions, conferences, meetings, tournaments, competitions and swim meets.

Financial Implications: Adoption of an increased discount for qualifying local youth-serving nonprofits could reduce facility rental revenue, depending on number of qualifying rentals. It could also promote more local youth serving nonprofits to rent spaces within the Rec Center that otherwise may not have due to the cost. Rec Center operations are funded through General Fund totaling $3,880,074 in the Recreation Programs budget which also includes $700,000 transferred in from Measure P revenues.

Environmental Considerations: There are no environmental implications.

Policy Implications: 7.7 Continue to improve access for people of all abilities to all public spaces.

Resolution 2026-XXX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Adopting the Local Youth Nonprofits Discount Fee for Facility Rentals at the Multigenerational Recreation & Aquatics Center

BACKGROUND

A. User fees in California are required to conform to the California Constitution including Proposition 26 and statutory requirements including Government Code Sections 66014 through 66018.5. User fees imposed to provide specific services, to cover reasonable regulatory costs to issue licenses and permits, for entrance to or use of city property, and fines for violating the City Code are generally excluded from the definition of "tax" under Proposition 26. Section 1 (e) of article XIIIC of the California Constitution describes these exceptions.

B. At the May 19, 2026, City Council meeting, staff was directed to bring an item to the Parks & Recreation Commission to bring back to City Council a recommendation for the following for a discount for local youth serving nonprofits for facility rentals at the Multigenerational Recreation & Aquatics Center.

C. On August 19, 2026, the Parks & Recreation Commission passed a motion recommending to City Council a 40% discount for local youth serving nonprofits for facility rentals at the Multigenerational Recreation & Aquatics Center.

D. Staff will interpret “local” to be within the Tahoe Basin and “nonprofit” to include all different types of nonprofit formation.

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

1. Amends the adopted Schedule of Master Fees to include a 40% discount for facility rentals at the Multigenerational Recreation & Aquatics Center for local youth-serving non-profit organizations within the Tahoe Basin that are open to City residents.

Adopted by the City of South Lake Tahoe City Council on September 8, 2026 by the following vote:
Yes:

No:

Absent:

Abstain:

_____ Date: _____

Cody Bass, 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

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 10

Agenda Item: Sale of Surplus Vehicles, Equipment, and Miscellaneous Small Tools

Executive Summary: In accordance with the City's policies, the department requests the designation of 9 vehicles and miscellaneous small tools as surplus property.

Requested Action / Suggested Motions: Pass a Motion designating 3 vehicles, 3 pieces of equipment, and miscellaneous small tools for surplus and subsequent disposal following the City's policy on disposition of surplus property.

Responsible Staff Member: Mohammad Qureshi, Director of Public Works and Phil Harwood, Fleet Manager

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

01-Staff_Report-Surplus Sale.docx
02_Exhibit A Surplus List.pdf

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Sale of Surplus Vehicles and Miscellaneous Small Tools

Location: Citywide

Responsible Staff Member: Mohammad Qureshi, Director of Public Works and Phil Harwood, Fleet Manager

Background: The City has an established policy to dispose of property owned by the City. The policy requires surplus property to be:

- identified by a department.
- officially declared to the City Council for approval to surplus.
- eliminated from the fixed asset accountability list; and
- sold at auctions or to any organization or non-employee willing to pay fair market value.

Issue and Discussion: Fleet Services has identified 3 vehicles, 3 pieces of equipment, and miscellaneous small tools that have reached the end of their serviceable lifecycle or are otherwise not repairable. Exhibit A lists these the vehicles and equipment along with rationale for the decision to surplus. Along with the various vehicles and, we request to dispose of various small tools, surplus items from warehouse stock, and other items of lesser value that reached their service life and/or have become inoperable.

The vehicles will be auctioned using large cooperative governmental auctions.

Financial Implications: Auction proceeds generate revenue and will be used to offset the cost to purchase vehicles and/or equipment in the FY 2026/27 budget year. Fleet Services uses large cooperative governmental auctions. These auctions historically return higher proceeds and offer greater accountability.

Environmental Considerations: This purchase is not a "project" subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (continuing administrative or maintenance activities, such as purchases for supplies).

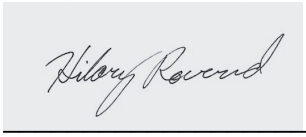
Policy Implications: This action follows the City's policy of disposition of surplus.

Unit #	Make	Model	Year	Miles	Hours	Notes
1265	Chevrolet	Tahoe	2006	166,781		Past service life
2080	Ford	F150	2004	111,659		Past service life
1224	Chevrolet	Trailblazer	2005	140,123		Past service life
5062	Caterpillar	163	2006		5,742	Catastrophic engine damage
9031	Military	Trailer	1995		1,436	Obsolete not needed
9032	Military	Trailer	1995		958	Obsolite not needed
Fire Department	Miscellaneous pallet	small old tools				No longer used surplus
Streets Department	Miscellaneous pallet	small old tools				No longer used surplus

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 11

Agenda Item: Award of Construction Contract for the Upper Truckee River Bridge Scour Protection Contract for $522,980.00 to Meyers Earthwork, Inc. and Approve Amendment No.1 to Eastern Sierra Engineering PSA (C-221-2025) for $23,500 and Authorize Total Funding Transfer of $373,730.69 from Various Accounts to Upper Truckee River Bridge Scour Protection Account 301-60088-48030

Executive Summary: Award of Construction Contract for the Upper Truckee River Bridge Scour Protection Contract for $522,980.00 to Meyers Earthwork, Inc. and Approve Amendment 1 (C-XXX-2026) to Eastern Sierra Engineering PSA (C-221-2025) for $23,500 and Authorize Total Funding Transfer of $373,730.69 from Various Accounts to Upper Truckee River Bridge Scour Protection Account 301-60088-48030

Requested Action / Suggested Motions: 1) Pass a Resolution authorizing and directing the Director of Finance to transfer $373,730.69 from various accounts to the Upper Truckee River Bridge Account, and 2) Pass a Motion finding the Upper Truckee River Bridge Scour Protection Project to be exempt from the California Environmental Quality Act pursuant to CEQA Guidelines section 15301, and authorizing and directing the Mayor to execute an Agreement with Meyers Earthwork, Inc. for the Upper Truckee River Scour Protection Project for a not to exceed amount of $522,980.00, and authorizing Director of Public Works to use contingency up to a cumulative amount of $106,520. 3) Pass a Motion authorizing and directing the Mayor to execute Amendment No. 1 to Professional Services Agreement with Eastern Sierra Engineering (C-221-2025) for $23,500.

Responsible Staff Member: Stephen Anderjack, Project Manager

Reviewed and Approved By: Mohammad Qureshi, Director of Public Works Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney Hilary Roverud, City Manager

Attachments:

01-Staff_Report_UTR_Bridge Award.docx
02-Resolution_UTR_Bridge Award.docx
03-Meyers Agreement.pdf
04-ESE Amendment 1.pdf
05-ESE Design Contract.pdf

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Award of Construction Contract for the Upper Truckee River Bridge Scour Protection Contract for $522,980.00 to Meyers Earthwork, Inc. and Approve Amendment 1 (C-XXX-2026) to Eastern Sierra Engineering PSA (C-221-2025) for $23,500 and Authorize Total Funding Transfer of $373,730.69 from Various Accounts to Upper Truckee River Bridge Scour Protection Account 301-60088-48030

Location: Upper Truckee River Bicycle Bridge

Responsible Staff Members: Stephen Anderjack, Project Manager

Background: The Upper Truckee River is scouring (eroding) towards the Class 1 bicycle bridge pier foundation on the west bank. In order to avoid undermining the bridge piers foundation, a scour protection solution is needed. This will prevent needing to shut the bridge down to bicycle and pedestrian traffic due to structural concerns.

Eastern Sierra Engineering (ESE) was hired as an engineering consultant to design the scour protection for this bridge pier via PSA C-221-2025.

The engineered solution to this scour issue is a rip rap slope along the river bank. This scour protection solution needs permits from the following agencies: Tahoe Regional Planning Agency, Lahontan Regional Water Quality Control Board, Army Core of Engineers, and California Department of Fish and Wildlife.

Issue and Discussion: On July 2, 2026, the Public Works Department advertised the Upper Truckee River Bridge Scour Protection Project bid on the City's PlanetBids website. The project's scope consists of rip rap scour protection along the river's west bank.

PlanetBids notified 1035 bidders . The Project bidding period closed on July 24th, 2026 at 10:00 am.

Public Works received 3 sealed bids, which were publicly opened and read aloud at the scheduled bid opening at the City Public Works Building. Meyers Earthwork, Inc was determined to be the lowest responsible and responsive bidder, with a Total Bid of $522,980.00.

The bid results are listed below as Total Bid:

Name of Contractor	Total Bid
Meyers Earthwork, Inc.	$522,980.00
Burdick Excavating	$915,185.00
Globe Engineering Development, Inc.	$641,325.00

The Public Works Department is recommending the award of the contract to Meyers Earthwork Inc.

Pursuant to the authority delegated in Resolution 2006-066, the City Engineer approved the plans, specifications, and Bid Addendum 1 for the Upper Truckee River Bridge Scour Protection Project.

Public Works Staff are also recommending award of Amendment 1 (C-XXX-2026) to Eastern Sierra Engineering PSA (C-221-2025) for Construction Engineering Assistance for an additional $23,500. This brings the total contract value to $82,000. This amendment allows Eastern Sierra Engineering to review Submittals, Request For Information, and Change Order Requests because they are the engineers of record.

While the anticipated notice to proceed for the construction of the Upper Truckee River Bridge Scour Protection Project is October 1, 2026, the City does not have all permits in hand for this project yet. The City is still waiting for the issuance of the TRPA, Lahontan, CDFW, and Army Corps (USACE) permits. Refer to Table 2 regarding permit status.

Table 2 – Permit Status

Permitting Agency	Permit Status
TRPA Environmental Improvement Permit	Ready for issuance
CDFW Lake and Streambed Agreement	Draft agreement issued 7/31. Currently in City review. Permit is expected to be issued prior to Oct 1st NTP.
Lahontan 401 Water Quality Certification	Permit is expected to be issued prior to Oct 1st, NTP.
USACE Nationwide Permit 404	USACE required to respond to completed application by Oct 10, 2026.

Financial Implications: The lowest responsive, responsible bid received for this project was Meyers Earthwork, Inc., with a Total Bid of $522,980.00.

The total expected expense for this project is listed in the table below:

Expense Description	***Amount***

Meyers Earthwork, Inc. (Total Bid)	$522,980.00
Construction Contingency	$106,520.00
Materials Testing	$5,000.00
Labor Compliance Oversite	$2,000.00
Eastern Sierra Engineering Construction Assistance Amendment	$23,500.00
TOTAL ANTICIPATED EXPENSES	$660,000.00

The City has on-call contracts with Eastern Sierra Engineering, Inc. for Material Testing, and Crede Group for Labor Compliance services.

The currently available budget in the Upper Truckee River Bridge Account 301-60088-48030 is $290,100.00. The Public Works Department is requesting to transfer the remainder of the funding as displayed in the table below:

Transfer From		Transfer To		Amount
Name	Account	Name	Account	
Johnson Blvd Complete Streets	301-50052-48020	Upper Truckee River Bridge Scour Protection	301-60088-48030	$50,000.00
LED Pedestrian Light Retrofit	301-50044-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$14,566.00
Ski Run Pedestrian Circle	301-50047-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$11,485.00
Heavenly Valley Traffic Safety	301-50048-42025	Upper Truckee River Bridge Scour Protection	301-60088-48030	$11,801.00
Heavenly Valley Traffic Safety	301-50048-45017	Upper Truckee River Bridge Scour Protection	301-60088-48030	$2,672.00
Bike Trail Infrastructure	301-50051-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$13,206.69
Bijou Bike Park	301-60066-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$35,000.00
Engineering Professional Services	100-03210-42020	Upper Truckee River Bridge Scour Protection	301-60088-48030	$90,000.00
Engineering Contract Services	100-03210-42025	Upper Truckee River Bridge Scour Protection	301-60088-48030	$90,000.00
Engineering Technical Services	100-03210-42030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$55,000.00
Total				$373,730.69

This will bring the total available funding to $663,830.69

Environmental Considerations: This project is considered a maintenance project. As such, the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15301(c) (Existing Facilities). This project will have it's own TRPA Permit. All applicable best management practices will be utilized to protect air and water quality during construction.

Policy Implications: The City Council has included Improving Transportation as a Strategic Priority in their 2025-2030 Strategic Plan. This project will help accomplish the City Council's priorities by ensuring that the existing bike trail bridge remains open to the public.

Resolution 2026-XX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Authorize Total Funding Transfer of $373,730.69 from Various Accounts to Upper Truckee River Bridge Scour Protection Account 301-60088-48030

BACKGROUND

A. The City of South Lake Tahoe Public Works Department has designated Upper Truckee River Bridge Scour Protection project an essential project needed to prevent the closure of the bicycle bridge across the Upper Truckee River due to structural concerns.

B. Bids for this project have been opened and Meyers Excavating, Inc. is the apparent low bidder with a Total Contract Price of $522,980.00. The Public Works Department recommends awarding the contract to Meyers Excavating, Inc.

C. An additional $373,730.69 is recommended to be transferred from the accounts listed below to the Upper Truckee River Bridge Project Account 301-60088-48030 to fund construction.

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

1. Authorizes the Director of Finance to amend the FY 2025-2026 budget to transfer $373,730.69 from the accounts listed below to the Upper Truckee River Bridge Project Account as follows:

Transfer From		Transfer To		Amount
Name	Account	Name	Account	
Johnson Blvd Complete Streets	301-50052-48020	Upper Truckee River Bridge Scour Protection	301-60088-48030	$50,000.00
LED Pedestrian Light Retrofit	301-50044-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$14,566.00
Ski Run Pedestrian Circle	301-50047-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$11,485.00
Heavenly Valley Traffic Safety	301-50048-42025	Upper Truckee River Bridge Scour Protection	301-60088-48030	$11,801.00
Heavenly Valley Traffic Safety	301-50048-45017	Upper Truckee River Bridge Scour Protection	301-60088-48030	$2,672.00
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Bijou Bike Park	301-60066-48030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$35,000.00

Engineering Professional Services	100-03210-42020	Upper Truckee River Bridge Scour Protection	301-60088-48030	$90,000.00
Engineering Contract Services	100-03210-42025	Upper Truckee River Bridge Scour Protection	301-60088-48030	$90,000.00
Engineering Technical Services	100-03210-42030	Upper Truckee River Bridge Scour Protection	301-60088-48030	$55,000.00
Total				$373,730.69

Adopted by the City of South Lake Tahoe City Council on September 8, 2026, by the following vote:

Yes:
No:
Abstain:
Absent:

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

_____ Date:_____
Cody Bass, 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.

DOCUMENT 00500 - AGREEMENT

CITY OF SOUTH LAKE TAHOE
DEPARTMENT OF PUBLIC WORKS
AGREEMENT
for

Upper Truckee River Bridge Scour Protection Project
PWC 26-30160088
CITY BID NO. 26-30160088-01

THIS AGREEMENT is made and entered into this 8th day of September, 2026, by and between the City of South Lake Tahoe, a political subdivision of the State of California, herein designated "City", and Meyers Earthwork Inc., herein designated as "Contractor."

WITNESSETH, that the City and the Contractor, in consideration of the mutual covenants hereafter set forth, agree as follows:

ARTICLE 1 — THE WORK

Contractor agrees to furnish all labor, tools, equipment, facilities, materials, transportation and services necessary to perform and complete, in a good and workmanlike manner, the **Upper Truckee River Bridge Protection Project**, as required pursuant to the Contract Documents.

ARTICLE 2 — COMMENCEMENT AND COMPLETION

The Work to be performed under this Agreement shall commence at the time as specified in the Notice to Proceed, and the Contractor shall diligently undertake the performance of the obligations as set forth in the Contract Documents to achieve Final Completion of the Work (as defined at Section 9.9 Special Provisions) within **15 calendar days** after the date commencement of the Work is authorized as set forth in the Notice to Proceed (the "Contract Time"). ***No grading or excavation or other land disturbance will be allowed between October 15th and May 1st; all***

Work shall be performed after the issuance of the Notice to Proceed, and Final Completion achieved within the contract time as set forth in these Bid Documents.

The City and the Contractor recognize that time is of the essence of this Agreement and that the City will suffer financial loss if the Work is not completed within the time specified herein, plus any extensions thereof allowed in accordance with the Contract Documents. The City and Contractor also recognize the delays, expense, and difficulties involved in proving the actual loss suffered by the City if the Work is not completed within the Contract Time. Accordingly, instead of requiring any such proof, and pursuant to the Contract Documents, the City and the Contractor agree that as liquidated damages (but not as a penalty, the Contractor shall pay the City the sum of $500 for each calendar day beyond that portion of the Contract Time within which the Bidder is required to achieve Milestone #1, Substantial Completion (per Document 00100, Article 1.04.A.2), and $1000 for each calendar day beyond that portion of the Contract Time within which the Bidder is required to achieve Milestone #2, Final Completion (per Document 00100, Article 1.04.A.3).

In accordance with the Contract Documents, including, without limitation Document 00400.4.2 ("Bid Proposal"), the daily amount that Contractor may charge to the City for all delay costs, direct and indirect (and inclusive of all expenses and damages, including, without limitation, jobsite and home office overhead costs and extended general conditions) applicable to the first sixty (60) calendar days of Compensable Delay, if any, is $50 per calendar day, the amount set forth by Contractor in Document 00400.4.2 ("Bid Proposal"). This sum shall represent the exclusive and sole amount (i.e., payment in full for any and all direct and indirect delay costs) that Contractor, on behalf of itself and subcontractors and suppliers, of every tier, shall receive for any and all Compensable Delay(s) during the first sixty (60) calendar days of actual, Compensable Delay at the Project. Delay costs that may arise from Compensable Delay, if any, beyond the first sixty (60) calendar days of a Compensable Delay, if allowable, shall thereafter be governed by, and subject to, the applicable provisions of Sections 8 and 9 of the Standard Specifications, as modified by the Special Provisions, and the Contract Documents.

ARTICLE 3 — CONTRACT PRICE

The City agrees to pay, and the Contractor agrees to accept, in current funds for the performance of the Work pursuant to the Contract Documents, the Contract Sum for the completion of the Work in accordance with the Contract Documents as follows:

Item #	Quantity	Unit	Work Item Description	Unit Price	Total
1	1	LS	Mobilization	$70,000.00	$70,000.00
2	1	LS	Construction Staking	$34,500.00	$34,500.00
3	1	LS	Traffic Control	$24,000.00	$24,000.00
4	1	LS	Temporary Controls/BMPs	$48,700.00	$48,700.00
5	1	LS	Dewatering	$56,700.00	$56,700.00

6	1	LS	Partial Channel Diversion	$64,380.00	$64,380.00
7	165	LF	Rip Rap Key Trench	$460.00	$460.00
8	2025	SF	Rock Slope Protection	$72.00	$145,800.00

TOTAL CONTRACT SUM $522,980.00

For the Total Contract Sum of five hundred and twenty two thousand, nine hundred and eighty dollars and zero cents.

The above Total Contract Sum includes all allowances, if any, provided for in the Contract Documents.

Compensation for Unit Price Items shall be based upon the unit prices stated in the above schedule multiplied by the actual quantities or units of work and materials performed or furnished. Unit prices paid by the City may change depending on actual quantities or units of work completed in accordance with the Contract Documents.

ARTICLE 4 — PREVAILING WAGES

Pursuant to the provisions of California Labor Code, Sections 1770 to 1780, inclusive thereof, the Contractor, and any subcontractor, of any tier, shall pay not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations.

In compliance with Senate Bill 854 (2014) and the California Labor Code, this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. Contractors must submit their certified payroll records directly to the Division of Labor Standards Enforcement Compliance Monitoring Unit through the electronic certified payroll reporting (eCPR) system, as well as to the City.

Pursuant to the provisions of California Labor Code Section 1773.2, the Contractor is hereby advised that copies of the prevailing rate of per diem wages and a general prevailing rate for holidays, Saturdays and Sundays and overtime work in the locality in which the Work is to be performed for each craft, classification, or type of worker required to execute the Contract, are on file in the City's office. The Contractor agrees that not less than said prevailing rates shall be paid to workers employed on this public works contract as required by Labor Code Section 1774. These rate determinations are found on the State of California Department of Industrial Relations' website at: http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm.

ARTICLE 5 — CONTRACT DOCUMENTS

The Agreement includes and incorporates by reference the Contract Documents for the Project, which consists of the following documents:

(a) Notice to Bidders (Document 00100);

(b) Instructions to Bidders (Document 00200);

(c) Bid Proposal (Document 00400);

(d) Bid Schedule (Document 00405);

(e) Bidder's Bond (Document 00410);

(f) Designation of Subcontractors (Document 00420);

(g) Good Faith Effort for Local Hiring on Public Works Contracts (00421);

(h) Verification of Contractor and Subcontractor DIR Registration (00423);

(i) California Air Quality Control Board (CARB, Certificates of Reported Compliance (CRC) (00424);

(j) Self-Performance Declaration (Document 00425);

(k) Debarment and Suspension Certifications (Document 00430);

(l) Non-Collusion Declaration (Document 00432);

(m) Worker's Compensation Certification (Document 00435);

(n) Business and Professions Code Sections 7028.15 and 7031 Statement (Document 00440);

(o) Bidder's Statement of Financial Responsibility, Technical Ability and Experience (Document 00450);

(p) Equal Employment Opportunity Certification (Document 00460);

(q) Non-Lobbying Certification (Document 00465);

(r) Disclosure of Lobbying Activities (Document 00466);

(s) Agreement (Document 00500);

(t) Payment Bond Form (Document 00610);

(u) Performance Bond Form (Document 00620);

(v) Sample Escrow Agreement for Security Deposits In Lieu of Retention (Document 00630);

(w) Warranty/Guaranty Form (Document 00635);

(x) Acknowledgment of City Code (Document 00640);

(y) Bid Document Certification (Document 00650);

(z) The Standard Specifications of the State of California, Department of Transportation, dated 2022; the Standard Plans of the State of California, Department of Transportation, dated 2022, and the South Lake Tahoe Public Improvement and Engineering Standards;

(aa) Special Provisions, Document 00700 of the Bid Documents (which incorporate by reference, and, as specified, modify the Standard Specifications of the State of California, Department of Transportation, dated 2022; the Standard Plans of the State of California, Department of Transportation, dated 2022, and the South Lake Tahoe Public Improvement and Engineering Standards);

(bb) Supplemental Conditions (Document 00800), if any;

(cc) General Requirements, if any;

(dd) Construction Progress Documentation (Document 01300);

(ee) Technical Specifications;

(ff) Contract Drawings;

(gg) Addenda (numbers 1 to 1, inclusive; and

(hh) Permits from other agencies as may be required by law.

Exhibits to this Agreement are enumerated as follows:

- Accepted Contractor's Bid attached hereto as Exhibit A;
- Escrow Bid Document Certification attached hereto as Exhibit B; and
- Insurance Certificates and Endorsements as Exhibit C.

ARTICLE 6 — WORKERS' COMPENSATION

Contractor shall take out and maintain during the life of the Agreement, adequate and sufficient workers' compensation insurance for all Contractor's employees employed at the site of improvements, and, if any Work is sublet, Contractor shall require each subcontractor similarly to provide workers' compensation insurance for all of the latter's employees, unless such employees are covered by the protection afforded by Contractor. If any class of employees engaged in Work under this contract at the site of the Project is not protected under workers' compensation law, Contractor shall provide, and shall cause each subcontractor to provide, adequate insurance for the protection of employees not otherwise protected. Contractor shall indemnify the City and the United States Forest Service for any damage resulting to it from failure of either Contractor or any subcontractor to take out or maintain such insurance.

By its signature upon this Agreement, Contractor certifies that it has carefully reviewed and is aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for worker's compensation, or to undertake self-insurance in accordance with the provisions of the labor Code. Contractor, as a condition precedent to the commencement of its Work pursuant to the Agreement, shall comply with such provisions.

ARTICLE 7 — INDEMNITY AND INSURANCE

To the fullest extent permitted by law, and in strict accordance with the Contract Documents, Contractor shall defend, indemnify, and hold harmless the City, its officials, officers, City Council members, employees, agents, the United States Forest Service, the

Architect/Engineer, the Project Manager and the Project consultants, and their respective principals, officers and employees, and each of them, of and from any and all claims, demands, suits, causes of action, damages, costs, expenses, attorneys' fees, losses, or liability, in law or in equity, of every kind and nature whatsoever related to, arising out of, or in connection with, Contractor's operations to be performed under this Agreement, and as otherwise set forth in Contract Documents, including, without limitation, Section 7-1.05A of the Standard Specifications, as modified by Section 7.11 of the Special Provisions. The obligations of defense and indemnity set forth in this Article, and in the Contract Documents, shall not be limited by any insurance requirements or obligations pursuant to the Contract Documents. The obligations arising from this Article shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity (including all duties to defend), which would otherwise exist as to a party, or person described elsewhere in the Contract Documents.

Contractor shall maintain the insurance coverage described in Section 7-1.06 of the Standard Specifications, as modified by Section 7.12 of the Special Provisions, throughout the performance of the Agreement, including any maintenance, warranty and/or guaranty periods. This Agreement shall not be operative until evidence of such insurance has been provided to, and approved by, the City as to form, amount, and carrier. Contractor shall not allow any subcontractor to commence Work at the Project until subcontractor provides evidence to Contractor and City that subcontractor has obtained insurance acceptable to the City.

ARTICLE 8 — NOTICES

Whenever any provision of the Contract Documents requires the giving of written notice, it shall be deemed to have been validly given if delivered in person to the individual for whom it is intended, or if delivered at or sent by registered or certified mail, postage prepaid, to the address listed below:

Notices required to be given to City:
Public Works Director/City Engineer
City of South Lake Tahoe
1740 D Street
South Lake Tahoe, CA 96150-6251

Notices required to be given to Contractor:
Meyers Earthwork, Inc.
4150 Figtree Lane
Redding, CA 96002

Notices required to be given to any surety(ies):
Surety Information Attached to Agreement

ARTICLE 9 — MISCELLANEOUS

9.1 Terms. Terms used in this Agreement will have the meanings indicated in the Contract Documents.

9.2 Assignment. No assignment by a party hereto of any rights under or interests in the Agreement will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any

written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

9.3 Successors and Assigns. City and Contractor each binds itself, its partners, successors, assign, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

9.4 Severability. Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

9.5 South Lake Tahoe City Code. Contractor acknowledges that all pertinent provisions within the South Lake Tahoe City Code are incorporated by reference as though set forth in full herein, and, further, the failure of Contractor or any subcontractor, of any tier, to comply with any of its/their obligations under the Contract Documents, or the requirements of the South Lake Tahoe City Code, or any other applicable law, code, statute, or regulation, shall be deemed a material breach of the Agreement.

9.6 Third Party Beneficiary. Contractor expressly acknowledges the City's status as a third party beneficiary solely with respect to the performance to be rendered under each subcontract, of any tier, upon the Project, and, as a result, Contractor acknowledges that City possesses, *inter alia*, the rights enumerated within the South Lake Tahoe City Code as to the enforcement of obligations under subcontracts of any tier.

9.7 Regulatory Requirements. Contractor acknowledges that the Project is subject to requirements and regulations issued on behalf of various governmental and/or regulatory bodies, including, without limitation, the Lahontan Regional Water Quality Control Board and the Tahoe Regional Planning Agency, among others. Contractor agrees to fully and promptly comply with any and all requirements and regulations issued on behalf of such entities.

9.8 Governing Law. This Agreement and the Contract Documents shall be deemed to have been entered into in the County of El Dorado, State of California, and governed by California law. By entering into this Agreement, the Contractor consents and submits to the jurisdiction of Courts of the State of California, County of El Dorado, over any action of law, suit in equity, and/or other proceeding that may arise out of the Contract Documents.

9.10 Funding/Permitting Contingency Contractor's rights and City's obligations under this Agreement are contingent upon, and subject to the conditions precedent of (1) the City receiving any and all necessary permits, including but not limited to the TRPA, CDFW, Lahontan, and USCAE Permits, as applicable, on or before Oct 1st 2026; and (2) the City giving notice of such occurrence to Contractor on or before Oct 1st 2026. In the event of an anticipated or actual failure of any such contingency or condition, then the City may terminate this Agreement upon ten (10) days' written notice to the Contractor without liability for costs or damages or triggering a default under this Agreement. Contractor shall not be entitled to any increase in compensation for the Project on the account of a delay in issuance of notice to proceed so long as notice to proceed is issued prior to the expiration of such contingency.

IN WITNESS HEREOF, the said City of South Lake Tahoe, State of California, has caused this Agreement to be executed by its Mayor in its behalf, and the said Contractor has signed this Agreement the day and year first above written.

CITY OF SOUTH LAKE TAHOE

By _____
Cody Bass, Mayor, City of South Lake Tahoe,
State of California

Contractor: _____

By _____

Title _____

Business License No. _____

ATTEST:

By _____
Susan Blankenship, City Clerk
City of South Lake Tahoe

APPROVED AS TO FORM:

By _____
Sergio Rudin, Interim City Attorney
City of South Lake Tahoe

END OF DOCUMENT 00500

AMENDMENT 1 (C-XXX-2026) TO PROFESSIONAL SERVICES AGREEMENT

The Professional Services Agreement entered into on September 29th , 2025, between the City of South Lake Tahoe, a municipal corporation ("CITY") and Eastern Sierra Engineering ("CONSULTANT") is hereby amended as set forth below.

The terms of the Professional Services Agreement (C-221-2025) are hereby amended to read as follows:

The following language is hereby added to the end of Section 1: Scope of Services.

Project, as described in **Amendment 1 – Exhibit A**, which is attached hereto and incorporated herein by reference. Consultant shall provide said services at the time, place and in the manner specified in **Amendment 1 – Exhibit A** subject to the direction of the City. Consult shall have no power or authority by this Agreement to bind City in any respect.

Section 2 is hereby repealed in its entirety and replaced with the following language:

> Section 2. Term/Time of Performance. The services by Consultant are to commence upon the execution of this Agreement and shall continue until all authorized work is approved by City. All such work shall be completed not later than December 31st, 2027. Time is of the essence, and failure of Consultant to perform the services required by this Agreement, as amended, by December 31st, 2027 shall constitute a material breach of this Agreement as amended.

Section 3 is hereby repealed in its entirety and replaced with the following language:

> Section 3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule set forth in Amendment 1 – Exhibit A, which is attached hereto and incorporated herein by reference. Pursuant to this amendment, Task 3 Construction Support Services will be created and an additional amount of $23,500.00 is authorized under this amendment. In no event shall Consultant compensation for work performed under this Agreement exceed the origninal contract amount of $58,500.00 plus the additional fee of $23,500.00 (Amendment 1), for a total amended fee of $82,000.00, without prior 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. 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.

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

CITY OF SOUTH LAKE TAHOE

By: _____
Cody Bass, Mayor

CONSULTANT

By: _____
Jenifer Roman, Principal Engineer

Business License # 332226

APPROVED AS TO FORM:

_____
Sergio Rudin, Interim City Attorney

ATTEST:

_____
Susan Blankenship, City Clerk

EASTERN SIERRA ENGINEERING
CIVIL ENGINEERING & CONSTRUCTION SERVICES

main: 775.588.7178
fax: 775.588.1726
P.O. Box 1819
Zephyr Cove, NV 89448
www.esengr.com

August 18, 2026

Stephen Anderjack
Project Manager
City of South Lake Tahoe Public Works Department
1740 D Street
South Lake Tahoe, CA 96150

RE: South Tahoe Bikeway Bridge Foundation Scour Protection Project
Amendment No. 1 - Construction Support Services

Dear Steve:

The City of South Lake Tahoe has requested that Eastern Sierra Engineering (ESE) provide construction support services for the South Tahoe Bikeway Bridge Foundation Scour Protection Project. This amendment adds the services described below to ESE's existing scope of work.

ADDITIONAL SCOPE OF WORK

ESE proposes to add Task 3 - Construction Support Services. Services will be provided as requested by the City during construction and will include:

- **Submittal Review:** Review contractor submittals for general conformance with the plans and specifications and provide written comments to the City.
- **RFI Review:** Review and respond to contractor requests for information related to the contract documents and design intent.
- **CCO Review:** Review contractor-proposed Contract Change Orders for technical scope and conformance with the contract documents and provide recommendations to the City.

ENGINEERING FEES

ESE proposes to provide the additional services on a time-and-materials basis using the attached rate schedule for a not-to-exceed fee of **$23,500.00**. The not-to-exceed amount will not be exceeded without written authorization from the City.

All other terms and conditions of the original agreement remain unchanged. Services outside the scope described above will not be performed without prior authorization from the City.

ESE appreciates the opportunity to continue supporting the City on this project. Please contact me at (775) 291-6337 if you have any questions or require additional information.

Sincerely,
Civil Solutions Associates, Inc., DBA Eastern Sierra Engineering

Jennifer G. Roman, P.E.
Principal Engineer

JGR/

Enclosure

EASTERN SIERRA ENGINEERING
CIVIL ENGINEERING & CONSTRUCTION SERVICES

2026 STANDARD RATES FOR SERVICES

I. PERSONNEL

Charges will be made at the following rates for time spent in project management, consultation or meetings related to the project, conducting field inspections, sampling, evaluations, review and analysis of field and laboratory data, report preparation and review, design, travel time, etc. All rates are subject to an increase in January for each subsequent contract year.

A. Professional Services

President	$340.00/hour
Vice President	$315.00/hour
Principal Engineer	$270.00/hour
Senior Engineer II	$250.00/hour
Senior Engineer I	$230.00/hour
Project Engineer II	$215.00/hour
Project Engineer I	$205.00/hour
Survey Manager	$215.00/hour
Surveyor	$200.00/hour
Staff Engineer/Designer III	$195.00/hour
Staff Engineer/Designer II	$185.00/hour
Staff Engineer/Designer I	$175.00/hour
Senior Drafter	$170.00/hour
Drafter	$150.00/hour
Administration	$125.00/hour
Director of CMT Services	$200.00/hour
Lab Director	$190.00/hour
Lab Manager	$175.00/hour

B. Technical Services

Project Manager	$195.00/hour
Construction Inspection Manager	$180.00/hour
Senior Field Inspector	$150.00/hour
Field Inspector	$140.00/hour
Senior Field Technician	$130.00/hour
Field Technician	$120.00/hour
Travel Time	$110.00/hour
Drone Survey Crew (1 person)	$350.00/hour
Drone Survey Crew (2 people)	$450.00/hour
Field Services (Prevailing Wage)	Quote
ICC Special Inspector	Quote
Overtime (OT) Work - any hour over 8 in a day	Rate * 1.4
DT Work - any hour over 12 in a day	Rate * 1.8

II. EXPENSES

A. Expenses

Travel Surcharge*	Current IRS Standard Mileage Rate
Subsistence (Food)*	Quote
Subsistence (Room)	Cost plus 10%
Supplies & Shipping	Cost plus 10%

*Variable depending on contract requirements and project location.

B. Equipment

Vehicle Surcharge*	Quote
Mobile Lab Trailer	Quote
Torque Wrench	$50.00/day
Core Backfill Surcharge	$20.00/core
Drone Fee	$500/day

*Variable depending on contract requirements and project location.

III. SUBCONTRACTS

Subcontract services will be invoiced at cost plus 10%.

IV. LABORATORY SERVICES

Test Types	Unit Price/Test
Index Tests	
Moisture Content of Soil (ASTM D2216, AASHTO T265)	$50
Moisture Content and Dry Density of Soil	$75
Atterberg Limits (ASTM D4318, AASHTO T89/90) - Plastic	$150
Atterberg Limits (ASTM D4318, AASHTO T89/90) - Non-Plastic	$100
Particle Size Analysis	
Sieve Analysis (ASTM C136, AASHTO T27)	$135
Sieve Analysis w/ Recycled AC (ASTM C136, AASHTO T27)	$180
Sieve Analysis Large Aggregate (ASTM C136, AASHTO T27)	$200
Minus No. 200 Determination - Soil (ASTM D1140)	$110
Minus No. 200 Determination - Aggregate (ASTM C117)	$100
Hydrometer Analysis (ASTM D422, AASHTO T88)	$375
Specific Gravity	
Soils (AASHTO T100)	$175
Fine Aggregate w/Absorption (ASTM C128, AASHTO T84)	$115
Coarse Aggregate w/Absorption (ASTM C127, AASHTO T85)	$110
Moisture-Density Relations	
Standard Proctor (ASTM D698, AASHTO T99)	$305
Modified Proctor (ASTM D1557, AASHTO T180)	$340
Rock Correction per sample (ASTM D4718)	$175
Aggregate Testing	
Clay Lumps and Friable Particles (ASTM C142, AASHTO T112)	$160
Flat and Elongated (ASTM D4791)	$115
Fractured Faces (ASTM D5821, AASHTO T335)	$115
Aggregate Angularity, Visual Procedure (ASTM D2488)	$160
Sand Equivalent (ASTM D2419, AASHTO T176))	$115
Organic Impurities (ASTM C40, AASHTO T21)	$115
Unit Weight of Aggregate (ASTM C29, AASHTO T19)	$175
Sodium Soundness (ASTM C88, AASHTO T104)	$90 per fraction

Los Angeles Abrasion (ASTM C131, AASHTO T96)	$265
Large Size Los Angeles Abrasion (ASTM C535)	$340
Durability Index, Individual (ASTM D3744, AASHTO T210)	$175
Cleanness Value (CT 227)	$190
Fine Aggregate Angularity (ASTM C1252, AASHTO T304)	$160

Other Testing

R-Value (ASTM D2844, AASHTO T190)	$420

Concrete Testing

Compression of 4x8 Concrete Cylinder (ASTM C39)	$35
Compression of 6x12 Concrete Cylinder (ASTM C39)	$45
Compression of Grout Cylinder/Cube (UBC 24-28)	$35
Compression of Mortar Cylinder (UBC 24-22)	$35
Hold Cylinder (cured, not tested)	$25
Potential Alkali-Silica Reactivity (Accelerated Mortar Bar Method)	$950
Concrete Mix Design	Quote

Asphalt Concrete Testing

Bitumen Content by Ignition	$170
Bitumen Content by Solvent Extraction	$290
Mechanical Analysis of Extracted Aggregate	$135
Preparation of Aggregate Sample (Lab batching)	$60
Lab Mixing of HMA (per point)	$55
Maximum Theoretical Specific Gravity (Rice)	$150
Bulk Specific Gravity of HMA Specimen - Core	$50
Moisture Content of Asphalt Mixture by Oven Method	$60
Effects of Moisture on AC Mixtures (TSR) (ASTM D4867, AASHTO T283)	
Lab Produced HMA Sample	$1600
Plant Produced HMA Sample	$1075
Lab Produced RHMA-G Sample	$2195
Plant Produced RHMA-G Sample	$1730
Hamburg Wheel-Tracking of Compacted HMA (AASHTO T324)	
Lab Produced HMA Sample	$1730
Plant Produced HMA Sample	$1270
Lab Produced RHMA-G Sample	$2310
Plant Produced RHMA-G Sample	$1850
Gyratory Compaction and Air Voids (AASHTO T312/T166)	
Lab Produced HMA Sample, each specimen	$240
Plant Produced HMA Sample, Set of 3 Briquettes	$400
Lab Produced RHMA-G Sample, each specimen	$365
Plant Produced RHMA-G Sample, Set of 3 Briquettes	$780
Marshall Compaction with Stability, Flow & Volumetrics	
Lab Produced HMA Sample, Set of 3 Briquettes	$700
Plant Produced HMA Sample, Set of 3 Briquettes	$365
Hveem Compaction with Stability & Volumetrics	
Lab Produced HMA Specimen - each	$265
Plant Produced HMA Sample, Set of 3 Briquettes	$425
Ignition Oven Calibration	$550
Hot Mix Asphalt Mix Design (Marshall, Hveem and Superpave)	Quote

Notes:

- Laboratory test unit prices are based on the average running time required for each test. Any special research or unusual sample preparation will be based on hourly personnel charges plus the test unit price.
- All samples will be discarded thirty **(30) days** after submission of our final report, unless otherwise directed by the client. Upon request, Eastern Sierra Engineering will return the samples to the client or keep them for the client for an agreed-upon monthly fee.
- Any testing required that is not covered by this fee schedule will be contracted by an outside firm, and the fee will be cost plus 10%.
- Technical services are billed portal-to-portal from the home office; travel time only applies for projects outside of a 50-mile radius. There is a minimum charge of 2-4 hours for services.
- Overtime (OT) and double time (DT) services will be charged at the appropriate rates and in accordance with local and state regulations, which vary from state to state.

CITY OF SOUTH LAKE TAHOE

PROFESSIONAL SERVICES AGREEMENT

This Agreement is made and entered into as of the **29** day of **September** 2025 by and between the **City of South Lake Tahoe**, a municipal corporation ("City") and **Civil Solutions Associates, Inc., DBA Eastern Sierra Engineering** (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 **November 28, 2025**__.

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 **$58,500** 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 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:

Provide a copy to:

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.

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 Joe Irvin (Oct 3, 2025 18:32:40 PDT)
Joseph Irvin, City Manager

Date Oct 3, 2025

CONSULTANT: Civil Solutions Associates, Inc., DBA Eastern Sierra Engineering

By Jeniffer A. Roman
Jeniffer Roman, Principal Engineer

Date Oct 3, 2025

Business License # 332226

APPROVED AS TO FORM:

By Heather Stroud (Oct 3, 2025 13:30:27 PDT)
Heather Stroud, City Attorney

Date Oct 3, 2025

ATTEST:

By Susan Blankenship (Oct 3, 2025 13:04:23 PDT)
Sue Blankenship, City Clerk

Date Oct 3, 2025

Attachments:

Exhibit A – Scope of Services
Exhibit B – Compensation Schedule
Exhibit C - Anti-Lobbying Certification
Exhibit D – Certificate of Insurance (COI)

EXHIBIT A

SCOPE OF SERVICES

Task 1 – Initial Design Options

a. Survey- Field survey of the area of the repair, and adequate information and cross sections on the channel to perform hydraulic modeling.

b. Concept sheets- Concept summaries showing the options described above, including conceptual layouts, costs; a description of the construction materials, processes and impacts; schedule ramifications; and sample photos of the improvements for visual determinations as Highway 50 is a scenic corridor. In addition to the visual aspects, we will evaluate the concepts with respect to other permitting issues, such as waivers required for types of materials, construction impacts, and floodway fill. We anticipate the City will use this information to discuss the options with approving agencies, then will decide which option to take to final design and permitting.

Task 2 – Design & Permitting

a. Design- We'll prepare plans and details at 60%, 90% and construction-level design based on the selected option from Task 1. The design process will include visual inspection of spalling of the bridge pier concrete and recommendations for repair. The 90% design plans will be used for permit application submittals, and the construction-level design plans will address review agency comments and will be used for bidding purposes. All submittals will include updated cost estimates. The 90% and 100% design submittals will also include project-specific specifications based on the City's PIES.

b. Permitting- We anticipate the following permitting processes will be required, which will be confirmed for the selected project option from Task 1:

1. Tahoe Regional Planning Agency (TRPA) Project Permit- TRPA Initial Environmental Checklist based on biological assessment for California Department of Fish & Wildlife (CDFW) Streambed Alteration submittal
2. Floodplain Permit- assuming No-Rise Certification granted by the City or El Dorado County
3. US Army Corps of Engineers 404- coverage under Nationwide Permit 14, Linear Transportation
4. California Regional Water Quality Control Board Lahontan Region 401- individual certification
5. CDFW 1600 Lake and Streambed Alteration Agreement

6. California Tahoe Conservancy License Agreement- Construction easement
7. California Environmental Quality Act Assistance- providing biological assessment, TRPA initial environmental checklist and project

EXHIBIT B

SCHEDULE OF CHARGES

TASK DESCRIPTION	FEE
Task 1 – Initial Design Options	$17,000
Task 2 – Design Permitting	$41,500
Total	$58,500

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:
Eastern Sierra Engineering, Jennifer Roman Principal Engineer

By:_____

EXHIBIT D

Certificate of Insurance

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 09/05/2025

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 have ADDITIONAL INSURED provisions or 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	CONTACT NAME: Joanna Lawrence
Brown & Brown Insurance Services, Inc. 706 Indian Hill Rd Terrace Park OH 45174	PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: Joanna.Lawrence@bbrown.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Continental Casualty Company	20443
INSURER B : Ohio Security Insurance Company	24082
INSURER C : Lloyd's	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Civil Solutions Associates, Inc. dba, DBA: Eastern Sierra Engineering
4515 Towne Drive
Reno NV 89521

COVERAGES **CERTIFICATE NUMBER:** NEW 25-26 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:	Y		B 7013627347	03/04/2025	03/04/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY	Y		BUA 7018289473	03/04/2025	03/04/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
A	☒ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION $ 10,000			B 7013627350	03/04/2025	03/04/2026	EACH OCCURRENCE AGGREGATE	$ 2,000,000 $ 2,000,000
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N ☐ (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		XWS61939762	11/01/2024	11/01/2025	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability			B0621PCIVI009225	08/15/2025	08/15/2026	Per Occurrence Aggregate Retention	$2,000,000 $2,000,000 $50,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City, its elected or appointed officers, officials, employees,
agents and volunteers are additional
insured's under Consultant's General Liability and Automobile Liability.

30 days notice of cancellation applies.

CERTIFICATE HOLDER

City of South Lake Tahoe
1901 Lisa Maloff Way
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

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION - WITH PRODUCTS COMPLETED OPERATIONS COVERAGE

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS LIABILITY COVERAGE FORM

SCHEDULE*

Name Of Person Or Organization:
* Information required to complete this Schedule, if not shown on this endorsement, will be shown in the Declarations.

A. The following is added to Paragraph **C. Who Is An Insured:**

4. Any person(s) or organization(s) shown in the Schedule is also an additional insured, but only with respect to liability for "bodily injury," "property damage" or "personal and advertising injury," caused, in whole or in part, by:

a. Your acts or omissions; or

b. The acts or omissions of those acting on your behalf

in the performance of your ongoing operations for the additional insured(s); at the location(s) designated above; or

c. "Your work" that is included in the "products-completed operations hazard" and performed for the additional insured, but only if this Policy provides such coverage, and only if the written contract or written agreement requires you to provide the additional insured such coverage.

B. The insurance provided to the additional insured does not apply to "bodily injury," "property damage," or "personal and advertising injury" arising out of:

1. The rendering of, or the failure to render any professional architectural, engineering, or surveying services, including:

(a) The preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; and

(b) Supervisory, inspection, architectural or engineering activities.

2. "Bodily Injury," "property damage," or "personal and advertising injury" arising out of any premises or work for which the additional insured is specifically listed as an additional insured on another endorsement attached to this Policy.

C. The following is added to **Paragraph H.** of the **Businessowners Common Policy Conditions:**

H. Other Insurance

This insurance is excess over any other insurance naming the additional insured as an insured whether primary, excess, contingent or on any other basis unless a written contract or written agreement specifically requires that this insurance be either primary or primary and noncontributing.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY- OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COMMON POLICY CONDITIONS

The following is added to Paragraph **H. Other Insurance** and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

1. The additional insured is a Named Insured under such other insurance; and
2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

All other terms and conditions of the Policy remain unchanged.

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BLANKET ADDITIONAL INSURED AND LIABILITY EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS LIABILITY COVERAGE FORM
BUSINESSOWNERS COMMON POLICY CONDITIONS

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I. BLANKET ADDITIONAL INSURED PROVISIONS

A. ADDITIONAL INSURED – BLANKET VENDORS

Who Is An Insured is amended to include as an additional insured any person or organization (referred to below as vendor) with whom you agreed under a "**written contract**" to provide insurance, but only with respect to "**bodily injury**" or "**property damage**" arising out of "**your products**" which are distributed or sold in the regular course of the vendor's business, subject to the following additional exclusions:

1. The insurance afforded the vendor does not apply to:

a. "**Bodily injury**" or "**property damage**" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

b. Any express warranty unauthorized by you;

c. Any physical or chemical change in the product made intentionally by the vendor;

d. Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

e. Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

f. Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

g. Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

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h. "**Bodily injury**" or "**property damage**" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(1) The exceptions contained in Subparagraphs **d.** or **f.**; or

(2) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

2. This insurance does not apply to any insured person or organization, from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

3. This provision **2.** does not apply to any vendor included as an insured by an endorsement issued by us and made a part of this Policy.

4. This provision **2.** does not apply if "**bodily injury**" or "**property damage**" included within the "**products-completed operations hazard**" is excluded either by the provisions of the Policy or by endorsement.

B. MISCELLANEOUS ADDITIONAL INSUREDS

1. **Who Is An Insured** is amended to include as an insured any person or organization (called additional insured) described in paragraphs **3.a.** through **3.j.** below whom you are required to add as an additional insured on this policy under a "**written contract**."

2. However, subject always to the terms and conditions of this policy, including the limits of insurance, we will not provide the additional insured with:

a. A higher limit of insurance than required by such "**written contract**;"

b. Coverage broader than required by such "**written contract**" and in no event greater than that described by the applicable paragraph a. through k. below; or

c. Coverage for "**bodily injury**" or "**property damage**" included within the "**products-completed operations hazard**." But this paragraph **c.** does not apply to the extent coverage for such liability is provided by paragraph **3.j.** below.

Any coverage granted by this endorsement shall apply only to the extent permitted by law.

3. Only the following persons or organizations can qualify as additional insureds under this endorsement:

a. Controlling Interest

Any persons or organizations with a controlling interest in you but only with respect to their liability arising out of:

(1) such person or organization's financial control of you; or

(2) Premises such person or organization owns, maintains or controls while you lease or occupy these premises;

provided that the coverage granted to such additional insureds does not apply to structural alterations, new construction or demolition operations performed by or for such additional insured.

b. Co-owner of Insured Premises

A co-owner of a premises co-owned by you and covered under this insurance but only with respect to the co-owners liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" as co-owner of such premises.

c. Grantor of Franchise

Any person or organization that has granted a franchise to you, but only with respect to such person or organization's liability for "**bodily injury**," "**property damage**," or "**personal and advertising injury**" as grantor of a franchise to you.

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d. Lessor of Equipment

Any person or organization from whom you lease equipment, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" caused in whole or in part by your maintenance, operation or use of such equipment, provided that the "**occurrence**" giving rise to such "**bodily injury**" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**" takes place prior to the termination of such lease.

e. Lessor of Land

Any person or organization from whom you lease land, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance or use of that specific part of the land leased to you, provided that the "**occurrence**" giving rise to such "bodily injury" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**," takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

f. Lessor of Premises

An owner or lessor of premises leased to you, or such owner or lessor's real estate manager, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance or use of such part of the premises leased to you, and provided that the "**occurrence**" giving rise to such "**bodily injury**" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**," takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

g. Mortgagee, Assignee or Receiver

A mortgagee, assignee or receiver of premises but only with respect to such mortgagee, assignee, or receiver's liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance, or use of a premises by you.
This insurance does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

h. State or Political Subdivisions

A state or government agency or subdivision or political subdivision that has issued a permit or authorization, but only with respect to such government agency or subdivision or political subdivision's liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of:

(1) The following hazards in connection with premises you own, rent, or control and to which this insurance applies:

(a) The existence, maintenance, repair, construction, erection, or removal of advertising signs, awnings, canopies, cellar entrances, coal holes, driveways, manholes, marquees, hoistaway openings, sidewalk vaults, street banners, or decorations and similar exposures; or

(b) The construction, erection, or removal of elevators; or

(c) The ownership, maintenance or use of any elevators covered by this insurance; or

(2) The permitted or authorized operations performed by you or on your behalf. But the coverage granted by this paragraph does not apply to:

(a) "**Bodily injury**", "**property damage**" or "**personal and advertising injury**" arising out of operations performed for the state or government agency or subdivision or political subdivision; or

(b) "**Bodily injury**" or "**property damage**" included within the "**products-completed operations hazard**."

With respect to this provision's requirement that additional insured status must be requested under a "**written contract**," we will treat as a "**written contract**" any governmental permit that requires you to add the governmental entity as an additional insured.

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i. Trade Show Event Lessor

With respect to your participation in a trade show event as an exhibitor, presenter or displayer, any person or organization whom you are required to include as an additional insured, but only with respect to such person or organization's liability for **"bodily injury**," **"property damage**," or **"personal and advertising injury"** caused by:

a. Your acts or omissions; or

b. Acts or omissions of those acting on your behalf;

in the performance of your ongoing operations at the trade show premises during the trade show event.

j. Other Person or Organization

Any person or organization who is not an additional insured under paragraphs **a.** through **i.** above. Such additional insured is an insured solely for **"bodily injury**," **"property damage"** or **"personal and advertising injury"** for which such additional insured is liable because of your acts or omissions.

The coverage granted by this paragraph does not apply to any person or organization:

(1) For **"bodily injury**," **"property damage**," or **"personal and advertising injury"** arising out of the rendering or failure to render any professional services;

(2) For **"bodily injury"** or **"property damage"** included in the **"products-completed operations hazard**." But this provision **(2)** does not apply to such **"bodily injury"** or **"property damage"** if:

(a) It is entirely due to your negligence and specifically results from your work for the additional insured which is the subject to the **"written contract"**; and

(b) The **"written contract"** requires you to make the person or organization an additional insured for such **"bodily injury"** or **"property damage"**; or

(3) Who is afforded additional insured coverage under another endorsement attached to this policy.

C. ADDITIONAL PROVISIONS PERTINENT TO ADDITIONAL INSURED COVERAGE

1. With respect only to additional insured coverage provided under paragraphs **A.** and **B.** above:

a. The **BUSINESSOWNERS COMMON POLICY CONDITIONS** are amended to add the following to the Condition entitled **Other Insurance**:

This insurance is excess of all other insurance available to an additional insured whether primary, excess, contingent or on any other basis. However, if a **"written contract"** requires that this insurance be either primary or primary and noncontributing, then this insurance will be primary and non-contributory relative solely to insurance on which the additional insured is a named insured.

b. Under **Liability and Medical Expense Definitions**, the following definition is added:

"Written contract" means a written contract or agreement that requires you to make a person or organization an additional insured on this policy, provided the contract or agreement:

(1) Is currently in effect or becomes effective during the term of this policy; and

(2) Was executed prior to:

(a) The **"bodily injury"** or **"property damage**;" or

(b) The offense that caused the **"personal and advertising injury"**;

for which the additional insured seeks coverage.

2. With respect to any additional insured added by this endorsement or by any other endorsement attached to this Coverage Part, the section entitled **Who Is An Insured** is amended to make the following natural persons insureds.

If the additional insured is:

a. An individual, then his or her spouse is an insured;

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b. A partnership or joint venture, then its partners, members and their spouses are insureds;

c. A limited liability company, then its members and managers are insureds;

d. An organization other than a partnership, joint venture or limited liability company, then its executive officers, directors and shareholders are insureds; or

e. Any type of entity, then its employees are insureds;

but only with respect to locations and operations covered by the additional insured endorsement's provisions, and only with respect to their respective roles within their organizations. Furthermore, employees of additional insureds are not insureds with respect to liability arising out of:

(1) "**Bodily injury**" or "**personal and advertising injury**" to any fellow employee or to any natural person listed in paragraphs **a.** through **d.** above;

(2) "**Property damage**" to property owned, occupied or used by their employer or by any fellow employee; or

(3) Providing or failing to provide professional health care services.

II. LIABILITY EXTENSION COVERAGES

It is understood and agreed that this endorsement amends the **Businessowners Liability Coverage Form**. If any other endorsement attached to this policy amends any provision also amended by this endorsement, then that other endorsement controls with respect to such provision, and the changes made by this endorsement to such provision do not apply.

A. Bodily injury – Expanded Definition

Under **Liability and Medical Expenses Definitions**, the definition of "**Bodily injury**" is deleted and replaced by the following:

"**Bodily injury**" means physical injury, sickness or disease sustained by a person, including death, humiliation, shock, mental anguish or mental injury by that person at any time which results as a consequence of the physical injury, sickness or disease.

B. Broad Knowledge of Occurrence

Under Businessowners Liability Conditions, the Condition entitled Duties In The Event of Occurrence, Offense, Claim or Suit is amended to add the following:

Paragraphs **a.** and **b.** above apply to you or to any additional insured only when such "**occurrence**," offense, claim or "**suit**" is known to:

(1) You or any additional insured that is an individual;

(2) Any partner, if you or an additional insured is a partnership;

(3) Any manager, if you or an additional insured is a limited liability company;

(4) Any "**executive officer**" or insurance manager, if you or an additional insured is a corporation;

(5) Any trustee, if you or an additional insured is a trust; or

(6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

This paragraph applies separately to you and any additional insured.

C. Estates, Legal Representatives and Spouses

The estates, heirs, legal representatives and spouses of any natural person insured shall also be insured under this policy; provided, however, coverage is afforded to such estates, heirs, legal representatives and spouses only for claims arising solely out of their capacity as such and, in the case of a spouse, where such claim seeks damages from marital common property, jointly held property, or property transferred from such natural person insured to such spouse. No coverage is provided for any act, error or omission of an estate, heir, legal representative or spouse outside the scope of such person's capacity as such, provided however that the spouse of a natural person Named Insured and the spouses of members or partners of joint venture or partnership Named Insureds are insureds with respect to such spouses' acts, errors or omissions in the conduct of the Named Insured's business.

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D. Fellow Employee First Aid Coverage

In the section entitled **Who Is An Insured**, paragraph **2.a.1.** is amended to add the following:

The limitations described in subparagraphs **2.a.1.(a)**, **(b)** and **(c)** do not apply to your "**employees**" for "**bodily injury**" that results from providing cardiopulmonary resuscitation or other first aid services to a co-"**employee**" or "**volunteer worker**" that becomes necessary while your "**employee**" is performing duties in the conduct of your business. Your "**employees**" are hereby insureds for such services. But the insured status conferred by this provision does not apply to "**employees**" whose duties in your business are to provide professional health care services or health examinations.

E. Legal Liability – Damage To Premises

1. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, Exclusion **k. Damage To Property**, is replaced by the following:

k. Damage To Property

"**Property damage**" to:

1. Property you own, rent or occupy, including any costs or expenses incurred by you, or any other person, organization or entity, for repair, replacement, enhancement, restoration or maintenance of such property for any reason, including prevention of injury to a person or damage to another's property;

2. Premises you sell, give away or abandon, if the "**property damage**" arises out of any part of those premises;

3. Property loaned to you;

4. Personal property in the care, custody or control of the insured;

5. That particular part of any real property on which you or any contractors or subcontractors working directly or indirectly in your behalf are performing operations, if the "**property damage**" arises out of those operations; or

6. That particular part of any property that must be restored, repaired or replaced because "**your work**" was incorrectly performed on it.

Paragraph **2** of this exclusion does not apply if the premises are "**your work**" and were never occupied, rented or held for rental by you.

Paragraphs **1**, **3**, and **4**, of this exclusion do not apply to "**property damage**" (other than damage by fire or explosion) to premises:

(1) rented to you:

(2) temporarily occupied by you with the permission of the owner, or

(3) to the contents of premises rented to you for a period of 7 or fewer consecutive days.

A separate limit of insurance applies to Damage To Premises Rented To You as described in Section D – Liability and Medical Expenses Limits of Insurance.

Paragraphs **3**, **4**, **5**, and **6** of this exclusion do not apply to liability assumed under a sidetrack agreement.

Paragraph **6** of this exclusion does not apply to "**property damage**" included in the "**products-completed operations hazard**."

2. Under **B. Exclusions**, **1. Applicable to Business Liability Coverage**, the following paragraph is added, and replaces the similar paragraph, if any, beneath paragraph **(14)** of the exclusion entitled **Personal and Advertising Injury**:

Exclusions **c, d, e, f, g, h, i, k, l, m, n, and o,** do not apply to damage by fire to premises while rented to you or temporarily occupied by you with permission of the owner or to the contents of premises rented to you for a period of 7 or fewer consecutive days. A separate limit of insurance applies to this coverage as described in **Section D. Liability And Medical Expenses Limits Of Insurance**.

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3. The first Paragraph under item **5. Damage To Premises Rented To You Limit** of the section entitled **Liability And Medical Expenses Limits Of Insurance** is replaced by the following:

   The most we will pay under Business Liability for damages because of **"property damage"** to any one premises, while rented to you or temporarily occupied by you with the permission of the owner, including contents of such premises rented to you for a period of 7 or fewer consecutive days, is the Damage to Premises Rented to You Limit. The Damage to Premises Rented to You Limit is the greater of:

   a. $1,000,000; or

   b. The Damage to Premises Rented to You Limit shown in the Declarations.

F. Personal and Advertising Injury – Discrimination or Humiliation

1. Under **Liability and Medical Expenses Definitions**, the definition of **"personal and advertising injury"** is amended to add the following:

   h. Discrimination or humiliation that results in injury to the feelings or reputation of a natural person, but only if such discrimination or humiliation is:

   (1) Not done intentionally by or at the direction of:

   (a) The insured; or

   (b) Any **"executive officer,"** director, stockholder, partner, member or manager (if you are a limited liability company) of the insured; and

   (2) Not directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person or person by any insured.

2. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, the exclusion entitled **Personal and Advertising Injury** is amended to add the following additional exclusions:

   (15) Discrimination Relating to Room, Dwelling or Premises

   Caused by discrimination directly or indirectly related to the sale, rental, lease or sub-lease or prospective sale, rental, lease or sub-lease of any room, dwelling or premises by or at the direction of any insured.

   (16) Employment Related Discrimination

   Discrimination or humiliation directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person by any insured.

   (17) Fines or Penalties

   Fines or penalties levied or imposed by a governmental entity because of discrimination.

3. This provision **(Personal and Advertising Injury – Discrimination or Humiliation)** does not apply if **Personal and Advertising Injury** Liability is excluded either by the provisions of the Policy or by endorsement.

G. Personal and Advertising Injury - Broadened Eviction

Under **Liability and Medical Expenses Definitions**, the definition of **"Personal and advertising injury"** is amended to delete Paragraph c. and replace it with the following:

c. The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room dwelling or premises that a person or organization occupies committed by or on behalf of its owner, landlord or lessor.

H. Waiver of Subrogation – Blanket

We waive any right of recovery we may have against:

a. Any person or organization with whom you have a written contract that requires such a waiver.

All other terms and conditions of the Policy remain unchanged.

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IMPORTANT: THIS ENDORSEMENT CONTAINS DUTIES THAT APPLY TO THE ADDITIONAL INSURED IN THE EVENT OF OCCURRENCE, OFFENSE, CLAIM OR SUIT. SEE PARAGRAPH C., OF THIS ENDORSEMENT FOR THESE DUTIES.

BLANKET ADDITIONAL INSURED ENDORSEMENT WITH PRODUCTS-COMPLETED OPERATIONS COVERAGE AND BLANKET WAIVER OF SUBROGATION

Architects, Engineers and Surveyors

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS LIABILITY COVERAGE FORM
BUSINESSOWNERS COMMON POLICY CONDITIONS

A. **Who Is An Insured** is amended to include as an insured any person or organization whom you are required to add as an additional insured on this policy under a written contract or written agreement; but the written contract or written agreement must be:

1. Crrently in effect or becoming effective during the term of this policy; and

2. Executed prior to the:

a. "**Bodily injury**" or "**property damage**"; or

b. Offense that caused the "**personal and advertising injury**";

for which the additional insured seeks coverage

B. The insurance provided to the additional insured is limited as follows:

1. The person or organization is an additional insured only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" caused in whole or in part by:

a. Your acts or omissions; or

b. The acts or omissions of those acting on your behalf,

in the performance of your ongoing operations specified in the written contract or written agreement; or

c. "**Your work**" that is specified in the written contract or written agreement, but only for "**bodily injury**" or "**property damage**" included in the "**products-completed operations hazard**," and only if:

(1) The written contract or written agreement requires you to provide the additional insured such coverage; and

(2) This Coverage Part provides such coverage.

2. The Limits of Insurance applicable to the additional insured are those specified in the written contract or written agreement or in the Declarations of this policy, whichever is less. These Limits of Insurance are inclusive of, and not in addition to, the Limits of Insurance shown in the Declarations.

3. The insurance provided to the additional insured does not apply to "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of an architect's, engineer's, or surveyor's rendering of or failure to render any professional services including:

a. The preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications by any architect, engineer or surveyor performing services on a project of which you serve as construction manager; or

b. Inspection, supervision, quality control, engineering or architectural services done by you on a project of which you serve as construction manager.

4. The insurance provided to the additional insured does not apply to "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of construction or demolition work while you are acting as a construction or demolition contractor.

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C. Under **Businessowners Liability Conditions**, the condition entitled **Duties In The Event of Occurrence, Offense, Claim or Suit** is amended to add the following:

An additional insured under this endorsement will as soon as practicable:

1. Give written notice of an occurrence or an offense to us which may result in a claim or "**suit**" under this insurance;

2. Tender the defense and indemnity of any claim or "**suit**" to us for a loss we cover under this Coverage Part;

3. Except as provided for in paragraph **D.2.** below:

a. Tender the defense and indemnity of any claim or "**suit**" to any other insurer which also has insurance for a loss we cover under this Coverage Part; and

b. Agree to make available any other insurance which the additional insured has for a loss we cover under this Coverage Part.

We have no duty to defend or indemnify an additional insured under this endorsement until we receive written notice of a claim or "**suit**" from the additional insured.

D. With respect only to the insurance provided by this endorsement, the condition entitled **Other Insurance** of the **BUSINESSOWNERS COMMON POLICY CONDITIONS** is amended to delete paragraphs **2.** and **3.** and replace them with the following:

2. This insurance is excess over any other insurance available to the additional insured, whether primary, excess, contingent or on any other basis, But if required by the written contract or written agreement, this insurance will be primary and noncontributory relative to insurance on which the additional insured is a Named Insured.

3. When this insurance is excess, we will have no duty under **Business Liability** insurance to defend the additional insured against any "**suit**" if any other insurer has a duty to defend the additional insured against that "**suit**" If no other insurer defends, we will undertake to do so, but we will be entitled to the additional insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

(a) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and

(b) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

E. Additional Insured – Extended Coverage

When an additional insured is added by this or any other endorsement attached to this Coverage Part, the section entitled **Who Is An Insured** is amended to make the following natural persons insureds:

If the additional insured is:

1. An individual, then his or her spouse is an insured;

2. A partnership or joint venture, then its partners, members and their spouses are insureds;

3. A limited liability company, then its members and managers are insureds;

4. An organization other than a partnership, joint venture or limited liability company, then its executive officers, directors and shareholders are insureds; or

5. Any type of entity, then its employees are insureds;

but only with respect to locations and operations covered by the additional insured endorsement's provisions, and only with respect to their respective roles within their organizations. Furthermore, employees of additional insureds are not insureds with respect to liability arising out of:

(1) "**Bodily injury**" or "**personal and advertising injury**" to any fellow employee or to any natural person listed in paragraphs **1.** through **4.** above;

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(2) "**Property damage**" to property owned, occupied or used by their employer or by any fellow employee; or

(3) Providing or failing to provide professional health care services.

F. The condition entitled **Transfer of Rights of Recovery Against Others to Us** of the **BUSINESSOWNERS COMMON POLICY CONDITIONS** is amended to deleted paragraph **2.** and replace it with the following:

2. We waive any right of recovery we may have against any person or organization with whom you have agreed to waive such right of recovery in a written contract or agreement because of payments we make for injury or damage arising out of your ongoing operations or "**your work**" done under a contract with that person or organization and included within the "**products-completed operations hazard**."

All other terms and conditions of the Policy remain unchanged.

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LESSOR - ADDITIONAL INSURED AND LOSS PAYEE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM

BUSINESS AUTO COVERAGE FORM

MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

This endorsement changes the Policy effective on the inception date of the Policy unless another date is indicated below.

Named Insured: EASTERN SIERRA ENGINEERING PC

Endorsement Effective Date: 03/04/2025

SCHEDULE	
Insurance Company: The Continental Insurance Company	
Policy Number: 7018289473	**Effective Date:** 03/04/2025
Expiration Date: 03/04/2026	
Named Insured: EASTERN SIERRA ENGINEERING PC	
Address: 4515 TOWNE DR RENO, NV 89521-9808	
Additional Insured (Lessor):	
Address:	
Designation Or Description Of "Leased Autos": Per Schedule On File With Company	

Coverages	**Limit Of Insurance Or Deductible**
Liability	$1,000,000 **Each"Accident"**
Comprehensive	Refer to Declarations **Deductible For Each Covered "Leased Auto"**
Collision	Refer to Declarations **Deductible For Each Covered "Leased Auto"**
Specified Causes Of Loss	**Deductible For Each Covered "Leased Auto"**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

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A. Coverage

1. Any "**leased auto**" designated or described in the Schedule will be considered a covered "**auto**" you own and not a covered "**auto**" you hire or borrow.
2. For a "**leased auto**" designated or described in the Schedule, the **Who Is An Insured** provision under **Covered Autos Liability Coverage** is changed to include as an "**insured**" the lessor named in the Schedule. However, the lessor is an "**insured**" only for "**bodily injury**" or "**property damage**" resulting from the acts or omissions by:
   a. You;
   b. Any of your "**employees**" or agents; or
   c. Any person, except the lessor or any "**employee**" or agent of the lessor, operating a "**leased auto**" with the permission of any of the above.
3. The coverages provided under this endorsement apply to any "**leased auto**" described in the Schedule until the expiration date shown in the Schedule, or when the lessor or his or her agent takes possession of the "**leased auto**", whichever occurs first.

B. Loss Payable Clause

1. We will pay, as interest may appear, you and the lessor named in this endorsement for "**loss**" to a "**leased auto**".
2. The insurance covers the interest of the lessor unless the "**loss**" results from fraudulent acts or omissions on your part.
3. If we make any payment to the lessor, we will obtain his or her rights against any other party.

C. Cancellation

1. If we cancel the Policy, we will mail notice to the lessor in accordance with the Cancellation Common Policy Condition.
2. If you cancel the Policy, we will mail notice to the lessor.
3. Cancellation ends this agreement.

D. The lessor is not liable for payment of your premiums.

E. Additional Definition

As used in this endorsement:

"**Leased auto**" means an "**auto**" leased or rented to you, including any substitute, replacement or extra "**auto**" needed to meet seasonal or other needs, under a leasing or rental agreement that requires you to provide direct primary insurance for the lessor.

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DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM

BUSINESS AUTO COVERAGE FORM

MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "**insureds**" for Covered Autos Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

This endorsement changes the policy effective on the inception date of the policy unless another date is indicated below.

Named Insured: EASTERN SIERRA ENGINEERING PC

Endorsement Effective Date: 03/04/2025

SCHEDULE
Name Of Person(s) Or Organization(s):
BLANKET ADDITIONAL INSURED WHERE REQUIRED BY CONTRACT
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Each person or organization shown in the Schedule is an "**insured**" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "**insured**" under the Who Is An Insured provision contained in Paragraph **A.1.** of Section **II** - Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph **D.2.** of Section **I** - Covered Autos Coverages of the Auto Dealers Coverage Form.

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Liberty Mutual INSURANCE

NCCI Co. No. 19291

Coverage Is Provided In:
Ohio Security Insurance Company

175 Berkeley St., Boston, MA 02116

Policy Number:
XWS (26) 61 93 97 62
Policy Period:
From 11/01/2025 **To** 11/01/2026
Endorsement Period:
From **To**
12:01 am Standard Time at Insured's Mailing Address

Workers Compensation and Employers Liability Insurance Policy Information Page

Named Insured	**Agent**
CIVIL SOLUTIONS ASSOCIATES INC.	(513) 831-2200 BROWN & BROWN INSURANCE SERVICES, INC.

EXTENSION OF INFORMATION PAGE State: NEVADA

ITEM 4 The premium for this policy will be determined by our Manuals of Rules, Classifications, Rates and Rating Plans. All information required below is subject to verification and change by audit.

Classifications	**Code No.**	**Premium Basis - Total Estimated Annual Remuneration**	**Rate per $100 of Remuneration**	**Estimated Annual Premium**
CIVIL SOLUTIONS ASSOCIATES INC.				
4515 Towne Dr Reno, NV 89521-9808 NLC 001 CSN 001 state 27 exp rec link 00003				
Clerical Office Employees NOC	8810	if any	.21	.00
Architectural or Engineering Firm - Including Salespersons & Drivers	8601	958,000.00	.51	4,886.00
308 Dorla Ct Zephyr Cove, NV 89448 NLC 001 CSN 001 state 27 exp rec link 00004				
Boy And Girl Scout Councils: Clerical Office Employees Other Than At Camp Locations	8810	if any	.21	.00
Waiver of Subrogation Premium	0930			100.00
Premium for Increased Limits Part Two	9812		.011%	54.00
Premium to equal incr. Limits Part Two Min. Prem	9848			42.00
Total Subject Premium				5,082.00
Premium Modified to Reflect Experience Mod. Of	9898		.950	4,828.00
Price Point Modification	9734	debit	1.383	570.00
Total Estimated Annual Standard Premium				5,398.00

Countersigned by: _____

Issue Date

To report a claim, call your Agent or 1-844-325-2467

WC 99 06 42 A

CONTRACT /AGREEMENT AUTHORIZATION ROUTING FORM

STAFF CONTACT INFORMATION

- NAME: Cameron Grant
- DEPARTMENT: Public Works Engineering
- PHONE: 530-318-1711
- DATE OF SUBMITTAL:

CONTRACT/ AGREEMENT INFO.

- NAME: Jennifer Roman
- CONTRACTOR/CONSULTANT: Eastern Sierra Engineering
- START: 10/1/25 END: 11/28/25 OPTION TO RENEW: ☐
- AMOUNT OF CONTRACT: $ 58,500

BUDGET INFORMATION

ACCOUNT NO.: 100033210-42025 Engineering Contract Services
BUDGET AVAILABLE: 455,833.32
FUNDING VERIFIED: yes
GRANT FUNDING? Source_____ Federal? Yes ☐ No ☑

Type of Contract

Professional Services Agreement ☑ License ☐ MOU ☐ Lease ☐
Purchase Order ☐ Purchase Agreement ☐ Construction ☐
Revenue Contract ☐ Operation/Concession Agreement ☐ Deed ☐
Maintenance Agreement ☐ Public Works Contract ☐ Vehicle ☐
Motorized Equipment ☐ IT/Electronic Equipment ☐

Brief Description:

This contract consists of designing and engineering bridge pier scour protection for the Motel 6 Bike way Bridge. The river has been eroding the bank since 2019 and if not fixed within the next year will become a public safety risk, closing the bridge and severing the Cities class 1 bike way in two. The Bike way will be realigned in the coming decade so there are multiple solutions to be prepared by ESE for appropriate cost and timeline of fix.

Does this contract involve the following: construction, reconstruction, alteration, renovation, improvement, demolition, painting, re-painting, and/or repair work involving any publicly owned, leased, or operated facility? Yes ☑ No ☐ If **yes**, forward to Public Works for review
(Public Works Director authorization required)

Does this contract require special permitting, environmental review, CEQA/NEPA, Planning Dept. review, Commission approval? Yes ☑ No ☐ If yes, forward to Development Services Department for review ***(Director of Developmental Services authorization required)***

Reviewing Authority	Signature	Date Signed
Department Head	John Dickinson	Oct 3, 2025
Public Works Director *(where applicable)*		
Dev. Services Director *(where applicable)*		
Finance Director	O. Vikhanirova	Oct 3, 2025
City Attorney	Heather Stroud (Oct 3, 2025 13:30:27 PDT)	Oct 3, 2025
City Manager	Joe Irvin (Oct 3, 2025 18:32:40 PDT)	Oct 3, 2025
City Clerk	Susan Blankenship (Oct 3, 2025 13:04:23 PDT)	Oct 3, 2025

City Council Meeting Date ***(over $60K or where applicable)***: _____

C-221-2025 Motel 6 Bridge Pier Protection

Final Audit Report 2025-10-04

Created:	2025-10-03
By:	Michelle Davis (medavis@cityofslt.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAABUBHfkz_y-K37RWwZeAVR1m-kz7agjJu

"C-221-2025 Motel 6 Bridge Pier Protection" History

Document created by Michelle Davis (medavis@cityofslt.gov)
2025-10-03 - 7:51:51 PM GMT

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2025-10-03 - 7:55:43 PM GMT

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2025-10-03 - 7:57:41 PM GMT

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2025-10-03 - 8:28:34 PM GMT

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Signature Date: 2025-10-03 - 8:30:27 PM GMT - Time Source: server

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2025-10-03 - 8:30:29 PM GMT

Email viewed by jirvin@cityofslt.us
2025-10-04 - 1:32:00 AM GMT

Signer jirvin@cityofslt.us entered name at signing as Joe Irvin
2025-10-04 - 1:32:38 AM GMT

Document e-signed by Joe Irvin (jirvin@cityofslt.us)
Signature Date: 2025-10-04 - 1:32:40 AM GMT - Time Source: server

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2025-10-04 - 1:32:43 AM GMT

Email viewed by Jennifer Roman (jroman@esengr.com)
2025-10-04 - 1:57:43 AM GMT

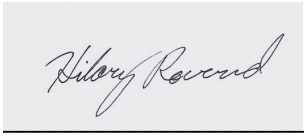
Document e-signed by Jennifer Roman (jroman@esengr.com)
Signature Date: 2025-10-04 - 1:58:06 AM GMT - Time Source: server

Agreement completed.
2025-10-04 - 1:58:06 AM GMT

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 12

Agenda Item: Acceptance of FAA Grant and Caltrans AIP Grants in the amount not to exceed $561,749.00.00 for Airport Runway 18/36 Pavement Maintenance and Award of Contract for Airport Pavement Maintenance to American Road Maintenance, Inc. in Amount of $433,140.00

Executive Summary: Lake Tahoe Airport is looking to extend the life of the current Runway 18/36 pavement through a pavement maintenance grant and local funding. This project will consist of crack seal, seal coat, and paint to help continue the life of the pavement until replacement. The Airport would like to award $433,140.00 to American Road Maintenance inc. for this project. Budget appropriations will include a 10% Contingency. The Federal Aviation Administration (FAA), which includes Airport Improvement Program (AIP) money amount will be $535,000.00, with the state matching up to 4.5 percent of the AIP money, which will be $26,749.00. Finally, the Airport's total amount out of pocket with contingency will be $57,728.00

Requested Action / Suggested Motions: 1) Pass a Resolution authorizing the Airport Manager to Accept FY 2026 Federal Aviation Administration Airport Improvement Program (AIP) Grant (3-06-0249-053-2026) in the amount of $535,000, upon award accept FY 2026 Caltrans AIP Matching Grant for Lake Tahoe Airport in the amount of $26,749, and to authorize the Finance Director to appropriate additional project funding for the Runway 18/36 Pavement Preservation Project; and 2) Pass a motion authorizing and directing the Mayor to execute an agreement with American Road Maintenance, Inc. for Airport Pavement Rehab for a total not to exceed amount of $433,140.00.

Responsible Staff Member: Milan Jevic, Acting Airport Manager

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Finance Director Sergio Rudin, Interim City Attorney

Attachments:

01-Staff_Report_-_Acceptance_of_FAA_Grants_and_Contract_with__American_Road_Maintenace_2.docx

02-RESOLUTION TO ACCEPT FAA AIP-CALTRANS GRANTS

03-TVL AIP 053 BID TAB PACKAGE

04-2026 TVL 053 Runway Pavement Maintenance Project American Road Maintenance Contract Agreement

05-TVL-WPG-3-06-0249-053-2026-Grant Agreement Sept 9.pdf

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

Meeting Date: September 8, 2026

Title: Acceptance of FAA Grant and Award of Construction Contract for Airport Pavement Maintenance to American Road Maintenance, Inc.

Location: Airport, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150

Responsible Staff Member: Milan Jevic, Acting Airport Manager

Background: The Lake Tahoe Airport (or "TVL" or the "Airport") is a historically significant and important transportation facility for the City of South Lake Tahoe and the surrounding region. The Airport directly impacts the area's economic vitality as an essential transportation resource.

The existing pavements throughout the airport include Runway 18/36, parallel taxiway and adjoining taxiway connectors, and general aviation aprons. Each of these airfield pavements was initially constructed in the 1950s. Runway 18/36 was last reconstructed in 2008. This project shall consist of asphalt pavement maintenance on Runway 18/36, and the runway blast pads. The proposed maintenance for these asphalt pavement areas includes the routing and filling of cracks greater than ¼" inch in width with crack sealant, application of an asphalt-based surface treatment, and application of pavement markings. The proposed periodic maintenance will mitigate pavement cracking and provide a surface treatment resistant to UV rays, water and oxidation.

Staff would like to extend the existing runway pavement's useful life, maintain the pavement condition for the safe operation of aircraft, and minimize the potential for foreign object debris (FOD) and other environmental issues. The Runway 18/36 Pavement Preservation project will be designed by Consultant Jviation, a Woolpert company, under Amendment 8, which was authorized and executed on March 24, 2026, pursuant to Resolution No. 2026-032. The project will be constructed in accordance with current requirements, regulations, rules, policies, grant assurances, and Advisory Circulars (ACs). The plans, specifications, and bid addendum 1 for the Runway 18/36 Pavement Maintenance Project were approved by the City Engineer pursuant to the authority granted in Resolution 2006-066.

Issue and Discussion: The pavement rehab project was advertised on Planet Bids on April 2, 2026 after City Council approval to apply for the grants was given in April 2026 by unanimous decision 5-0. The City received six (6) bids. Bids were opened and publicly read on May 4, 2026 and the lowest responsive and responsible bidder was American Road Maintenance, Inc. for $433,140.00 for Base Bid.

In addition to the construction contract, the project will incur an estimated $1,434 cost for the required invitation for bid advertising. Design services under Amendment 8 with Jviation, a Woolpert Company, totaled $128,583. The total budget appropriation for the design contract was $141,441, which included

10% contingency. The design costs were initially funded from the Airport cash balance and will be reimbursed through FAA and Caltrans grant funding.

Upon execution of FAA grant award, the Lake Tahoe Airport recommends awarding the Construction Contract to American Road Maintenance, Inc. for the base bid and accept the federal and state grant applications for a total project amount of $563,157.00, plus 10% contingency in the amount of $56,320.00.

The Federal Aviation Administration allows general aviation airports to appropriate 95% Federal share for Airport Improvement Program grants and requires the airport sponsor to contribute a 5% match from a combination of state or local sources. The California Transportation Commission, pursuant to the Public Utilities Code section 21683.1, provides 4.75% of Federal Aviation Administration grants to airports as matching funds, certifying local funding availability of 0.25% of total project costs.

The Interim Airport Manager recommends accepting a grant application from the FAA for $535,000.00 of Non-primary Entitlement of FY 2026 AIP funding.

Staff also plans to submit and accept a matching grant application to CALTRANS for the update of the Lake Tahoe Airport Runway 18/36 Pavement Maintenance in the amount of $26,749.00 (4.75%). The application for federal and state grants has already been approved by the council, as well as the authorization to contract with the Consultant Jviation, a Woolpert Company for design, bidding, and construction management.

Staff Recommendation:

Pass a Resolution approving and authorizing the Interim Airport Manager to accept all FAA grants (AIP and BIL) for the construction of pavement maintenance project. Also, allow the Airport Manager to accept the Caltrans grant for the same project and award the construction contract to American Road Maintenance, Inc. upon execution of all grant funding and budget appropriation.

Financial Implications: This project has been approved by the FAA and is looking for acceptance of award and for authorization of the Finance Director to appropriate the budget in account# 501-80052 as follows:

2026 AIP Grants: Lake Tahoe Airport Runway 18/36 Pavement Maintenance

Project cost (Expenses)
Construction Contract: $433,140
Design Services (Jviation, a Woolpert Company): $128,583.00
Bid advertising: $1,434
Contingency for Project Construction and Design (10%): $56,320
Total Project Appropriations Required: $619,477
Less:
Previously Appropriated (Design Services): $141,441
Additional Appropriations Requested: $478,036

Project Revenues
-FAA AIP = $535,000.00
-State= $26,749.00

Total Airport net cost after reimbursement of all monies is
$57,728.00

The entire project will be funded by federal, state and Airport Enterprise funds.
NO GENERAL FUNDS WILL BE USED

Environmental Considerations: The project is exempt from review under CEQA Guidelines section 15301(d) (Existing Facilities - restoration or rehabilitation of deteriorated or damaged facilities to meet current standards of public health and safety).

Policy Implications: This pavement maintenance project will extend the useful life of the airfield pavements until the next rehabilitation and reconstruction project in 5-7 years.

Resolution 2026-XXX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Authorizing the Airport Manager to Accept FY 2026 Federal Aviation Administration Airport Improvement Program (AIP) Grant (3-06-0249-053-2026) in the amount of $535,000, upon award accept FY 2026 Caltrans AIP Matching Grant for Lake Tahoe Airport in the amount of $26,749, and to authorize the Finance Director to appropriate additional project funding for the Runway 18/36 Pavement Preservation Project

BACKGROUND

A. The Airport Manager is requesting to accept a 2026 AIP grant in the amount of $535,000 to fund the Runway 18/36 Pavement Maintenance Project with the FAA. This project will be funded 95% from the FAA ($535,000) and 4.75 % from Caltrans ($26,749), which will leave the City's contributions at 0.25% ($1,408).

B. The Airport Manager requests authority to submit a California Department of Transportation Airport Improvement Program Matching Grant application in the amount of $26,749, execute a grant agreement with the California Department of Transportation Aeronautics Division, accept the allocation of grant funds, and certify the availability of the City's 0.25% share of total AIP project cost matching funds.

C. The California Transportation Commission has adopted the 2025 Aeronautics Program for airport improvement projects and the Federal Aviation Administration San Francisco Airports District Office has accepted the 2026 Lake Tahoe Airport Capital Improvement Program.

D. The California Department of Transportation, pursuant to the Public Utilities Code and California Aid to Airports Program (CAAP) regulations, requires local government approval authorizing the application and certifying the availability of 0.25% total AIP project matching funds.

E. The Federal Aviation Administration under Title 49 § 47171, et seq. allows for general aviation airports to appropriate a 95% Federal share for Airport Improvement Program grants and requires the airport sponsor to contribute 5% match from a combination of state or local sources.

F. The Airport Manager recommends that the City of South Lake Tahoe, California submit an application for South Lake Tahoe Runway 18/36 Pavement Maintenance Project, which is included in the 2026 Caltrans Aeronautics Program and 2026 FAA Airport Capital Improvement Plan at the Lake Tahoe Airport.

G. The pavement rehab project was advertised on Planet bids on April 2, 2026. The city received three (3) bids. Bids were opened and publicly read on May 4, 2026 and the lowest responsive and responsible bidder was American Road Maintenance, Inc. for $433,140.00 for Base Bid. The total construction cost, including required invitation for bid advertising costs, is $434,574. The total project budget, including design services and a 10 percent contingency, is $619,477, of which $141,441 has previously been appropriated from the Airport cash balance. Additional appropriations in the amount of $478,036 are required to complete the project.

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

1. The City Council authorizes the Airport Manager to accept the allocation of Airport Improvement Plan funds for the Project at the Lake Tahoe Airport not to exceed $535,000.00.

2. The City Council authorizes the Airport Manager to accept the allocation of State AIP Matching funds for the project in the amount of not to exceed $26,749.00 and Authorizes execution of an AIP Matching Grant Agreement for this project.

3. The City Council authorizes the Airport Manager to sign any documents required to apply for and accept these subject funds on behalf of the City of South Lake Tahoe.

4. The City Council authorizes the Finance Director to appropriate the budget in account 501-80052 as follows:
   33112 FAA Revenue: $535,000.00
   33214 State DOT Match: $26,749.00
   48030 Construction Expense: $478,036

5. The City Council directs that the City's match of 0.25% for AIP and other costs, not to exceed $57,728.00, will be paid by the Airport Cash Balance.

6. Adopted by the City of South Lake Tahoe City Council on September 8, 2026 by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Cody Bass, 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.

WOOLPERT

Lake Tahoe Airport
South Lake Tahoe, CA
AIP PROJECT NUMBER: 3-06-0249-054-2026
Public Works Contract No. 501852, Formal Bid No. 26-501852-BN1

BID OPENING
DATE: May 4, 2026
TIME: 10:00 A.M. (LOCAL TIME)

Base Bid Schedule I: Runway 18/36 Pavement Maintenance

	Engineer's Estimate	American Road Maintenance Inc.	CR Contracting, LLC.	Hi-Lite Airfield Services, LLC.	Sierra Nevada Construction, Inc.	Maxwell Asphalt, Inc.	Q&D Construction, LLC.
Document 00400 - Bid Proposal	√	√	√	√	√	√	√
Document 00410 - Bidder's Bond	√	√	√	√	√	√	√
Document 00420 - Designation of Subcontractors	√	√	√	√	√	√	√
Document 00423 - Verification of DIR Compliance	√	√	√	√	√	√	√
Document 00424 - CARB CRC Compliance	√	√	√	√	√	√	√
Document 00425 - Self-Performance Declaration	√	√	√	√	√	√	√
Document 00430 - Debarment and Suspension Certifications	√	√	√	√	√	√	√
Document 00432 - Non-Collusion Declaration	√	√	√	√	√	√	√
Document 00435 - Worker's Compensation Certification	√	√	√	√	√	√	√
Document 00440 - Business and Professions Code Sections 7028.15 and 7031 Statement	√	√	√	√	√	√	√
Document 00450 - Bidder's Statement of Financial Responsibility, Technical Ability and Experience	√	√	√	√	√	√	√
Document 00465 - Non-Lobbying Certification	√	√	√	√	√	√	√
Document 00466 - Disclosure of Lobbying Activities	√	√	√	√	√	√	√
Document 00476 - Buy American Certification	√	√	√	√	√	√	√
Document 00477 - Certificate of Buy American Compliance for Manufactured Products	√	√	√	√	√	√	√
Document 00478 - Buy American Waiver Request	√	√	√	√	√	√	√
Document 00479 - Buy American Conformance Listing	√	√	√	√	√	√	√
Document 00490 - Certification of Offeror/Bidder Regarding Tax Delinquency and Felony Conviction	√	√	√	√	√	√	√
Document 00635 - Warranty/Guaranty Form	√	√	√	√	√		
Document 00640 - Acknowledgement of City Code	√	√	√	√	√		√
Document 00650 - Bid Document Certification	√	√	√	√	√		√
Addendum No. 1	√	√	√	√	√	√	√
Schedule I	$ 523,039.00	$ 433,140.00	$ 498,212.50	$ 498,861.41	$ 603,947.00	$ 558,377.50	$ 16,179,620.00
Total Base Bid Cost (Schedule I)	$ 523,039.00	$ 433,140.00	$ 498,212.50	$ 498,861.41	$ 603,947.00	$ 558,377.50	$ 16,179,620.00
Compensable Delay	$ -	$ -	$ 600.00	$ 333.00	$ 60.00	$ 900,000.00	$ 60,000.00
Total Base Bid Cost (Schedule I) plus Compensable Delay	$ 523,039.00	$ 433,140.00	$ 498,812.50	$ 499,194.41	$ 604,007.00	$ 1,458,377.50	$ 16,239,620.00

- Denotes apparent and responsible low bidder

DOCUMENT 00500 - AGREEMENT

City Of South Lake Tahoe

DIVISION OF THE AIRPORT

AGREEMENT

for

Runway 18/36 Pavement Maintenance
PWC 501852
CITY BID NO. 26-501852-BN1
FEDERAL AID PROJECT NO. 3-06-0249-053-2026

THIS AGREEMENT is made and entered into this 8th day of September, 2026, by and between the City of South Lake Tahoe, a political subdivision of the State of California, herein designated "City", and American Road Maintenance, Inc., herein designated as "Contractor."

WITNESSETH, that the City and the Contractor, in consideration of the mutual covenants hereafter set forth, agree as follows:

ARTICLE 1 — THE WORK

Contractor agrees to furnish all labor, tools, equipment, facilities, materials, transportation and services necessary to perform and complete, in a good and workmanlike manner, the **Runway 18/36 Pavement Maintenance**, as required pursuant to the Contract Documents.

ARTICLE 2 — COMMENCEMENT AND COMPLETION

The Work to be performed under this Agreement shall commence at the time as specified in the Notice to Proceed, and the Contractor shall diligently undertake the performance of the obligations as set forth in the Contract Documents to achieve Final Completion of the Work (as defined at Section 9.9 Special Provisions) within **8 calendar days** after the date commencement of the Work is authorized as set forth in the Notice to Proceed (the "Contract Time"). ***No grading or excavation or other land disturbance will be allowed between October 15th and May 1st; all Work shall be performed after the issuance of the Notice to Proceed, and Final Completion achieved within the contract time as set forth in these Bid Documents.***

The City and the Contractor recognize that time is of the essence of this Agreement and that the City will suffer financial loss if the Work is not completed within the time specified herein,

plus any extensions thereof allowed in accordance with the Contract Documents. The City and Contractor also recognize the delays, expense, and difficulties involved in proving the actual loss suffered by the City if the Work is not completed within the Contract Time. Accordingly, instead of requiring any such proof, and pursuant to the Contract Documents, the City and the Contractor agree that as liquidated damages (but not as a penalty), the Contractor shall pay the City the sum of $1,500 for each calendar day beyond Final Completion (per Document 00100, Article 1.04.A.3).

In accordance with the Contract Documents, including, without limitation Document 00400.4.2 ("Bid Proposal"), the daily amount that Contractor may charge to the City for all delay costs, direct and indirect (and inclusive of all expenses and damages, including, without limitation, jobsite and home office overhead costs and extended general conditions) applicable to the first sixty (60) calendar days of Compensable Delay, if any, is zero dollars, the amount set forth by Contractor in Document 00400.4.2 ("Bid Proposal"). This sum shall represent the exclusive and sole amount (i.e., payment in full for any and all direct and indirect delay costs) that Contractor, on behalf of itself and subcontractors and suppliers, of every tier, shall receive for any and all Compensable Delay(s) during the first sixty (60) calendar days of actual, Compensable Delay at the Project. Delay costs that may arise from Compensable Delay, if any, beyond the first sixty (60) calendar days of a Compensable Delay, if allowable, shall thereafter be governed by, and subject to, the applicable provisions of Sections 8 and 9 of the Standard Specifications, as modified by the Special Provisions, and the Contract Documents.

ARTICLE 3 — CONTRACT PRICE

The City agrees to pay, and the Contractor agrees to accept, in current funds for the performance of the Work pursuant to the Contract Documents, the Contract Sum for the completion of the Work in accordance with the Contract Documents as follows:

Base Bid Schedule I (Federal): Runway 18/36 Pavement Maintenance						
Item No.	Spec. No.	Description	Unit of Measure	Est. Qty	Unit Cost ($)	Total Cost ($)
1	C-105a	Mobilization (10% Max)	LS	1	$43,000.00	$43,000.00
2	P-101a	Routed Crack Seal	LF	2,200	$2.00	$4,400.00
3	P-101b	Reseal Existing Crack Seal	LF	33,000	$1.30	$42,900.00
4	P-101c	Isolated Asphalt Pavement Repair	SF	30	$100.00	$3,000.00
5	P-608-Ra	Asphalt Surface Treatment with Aggregate	SY	91,000	$2.10	$191,100.00
6	P-608-Rb	Asphalt Surface Treatment without Aggregate	SY	9,250	$2.00	$18,500.00
7	P-608-Rc	Runway Friction Testing	LS	1	$5,000.00	$5,000.00
8	P-620a	Temporary Pavement Markings	SF	1,120	$2.00	$2,240.00
9	P-620b	Permanent Pavement Markings	SF	81,000	$1.50	$121,500.00
10	P-620c	Obliterate Existing Pavement Markings	SF	300	$5.00	$1,500.00
					TOTAL CONTRACT SUM$	**433,140.00**

For the Total Contract Sum of Four Hundred Thirty Three Thousand One Hundred Forty dollars and Zero cents.
The above Total Contract Sum includes all allowances, if any, provided for in the Contract Documents.

Compensation for Unit Price Items shall be based upon the unit prices stated in the above schedule multiplied by the actual quantities or units of work and materials performed or furnished. Unit prices paid by the City may change depending on actual quantities or units of work completed in accordance with the Contract Documents.

ARTICLE 4 — PREVAILING WAGES

Pursuant to the provisions of California Labor Code, Sections 1770 to 1780, inclusive thereof, the Contractor, and any subcontractor, of any tier, shall pay not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations.

Attention is directed to the federal minimum wage rate requirements as predetermined by the United States Secretary of Labor. If there is a difference between the minimum wage rate predetermined by the Secretary of Labor and the prevailing wage rate determined by the Director of Industrial Relations for similar classifications of labor, the Contractor and Subcontractor(s) shall pay not less than the higher wage rate.

In compliance with Senate Bill 854 and the California Labor Code, this project is subject to compliance monitoring and enforcement by the Department of Industrial Relations. Contractors must submit their certified payroll records directly to the Division of Labor Standards Enforcement Compliance Monitoring Unit through the electronic certified payroll reporting (eCPR) system, as well as to the City.

Pursuant to the provisions of California Labor Code Section 1773.2, the Contractor is hereby advised that copies of the prevailing rate of per diem wages and a general prevailing rate for holidays, Saturdays and Sundays and overtime work in the locality in which the Work is to be performed for each craft, classification, or type of worker required to execute the Contract, are on file in the City's office. The Contractor agrees that not less than said prevailing rates shall be paid to workers employed on this public works contract as required by Labor Code Section 1774. These rate determinations are found on the State of California Department of Industrial Relations' website at: http://www.dir.ca.gov/dlsr/DPreWageDetermination.htm.

ARTICLE 5 — CONTRACT DOCUMENTS

The Agreement includes and incorporates by reference the Contract Documents for the Project, which consists of the following documents:

(a) Notice to Bidders (Document 00100);

(b) Instructions to Bidders (Document 00200);

(c) Bid Proposal (Document 00400);

(d) Bidder's Bond (Document 00410);

(e) Designation of Subcontractors (Document 00420);

(f) Verification of Contractor and Subcontractor DIR Registration (00423)

(g) Self-Performance Declaration (Document 00425);

(h) Debarment and Suspension Certifications (Document 00430);

(i) Non-Collusion Declaration (Document 00432);

(j) Worker's Compensation Certification (Document 00435);

(k) Business and Professions Code Sections 7028.15 and 7031 Statement (Document 00440);

(l) Bidder's Statement of Financial Responsibility, Technical Ability and Experience (Document 00450);

(m) Equal Employment Opportunity Certification (Document 00460);

(n) Non-Lobbying Certification (Document 00465);

(o) Disclosure of Lobbying Activities (Document 00466);

(p) Construction Contract DBE Commitment (Document 00471);

(q) DBE Information – Good Faith Efforts (Document 00475);

(r) Agreement (Document 00500);

(s) Payment Bond Form (Document 00610);

(t) Performance Bond Form (Document 00620);

(u) Sample Escrow Agreement for Security Deposits In Lieu of Retention (Document 00630);

(v) Warranty/Guaranty Form (Document 00635);

(w) Acknowledgment of City Code (Document 00640);

(x) Bid Document Certification (Document 00650);

(y) The Standard Specifications of the State of California, Department of Transportation, dated 2023; the Standard Plans of the State of California, Department of Transportation, dated 2023, and the South Lake Tahoe Public Improvement and Engineering Standards;

(z) Special Provisions (which incorporate by reference, and, as specified, modify the Standard Specifications of the State of California, Department of Transportation, dated 2023; the Standard Plans of the State of California, Department of Transportation, dated 2023, and the South Lake Tahoe Public Improvement and Engineering Standards) (Document 00700);

(aa) Supplemental Conditions (Document 00800), if any;

(bb) General Requirements, if any;

(cc) Construction Progress Documentation (Document 01300);

(dd) Technical Specifications;

(ee) Contract Drawings;

(ff) Addenda (number 1, inclusive; and

(gg) Permits from other agencies as may be required by law.

Exhibits to this Agreement are enumerated as follows:

- Accepted Contractor's Bid attached hereto as Exhibit A;
- Escrow Bid Document Certification attached hereto as Exhibit B; and
- Insurance Certificates and Endorsements as Exhibit C.

ARTICLE 6 — WORKERS' COMPENSATION

Contractor shall take out and maintain during the life of the Agreement, adequate and sufficient workers' compensation insurance for all Contractor's employees employed at the site of improvements, and, if any Work is sublet, Contractor shall require each subcontractor similarly to provide workers' compensation insurance for all of the latter's employees, unless such employees are covered by the protection afforded by Contractor. If any class of employees engaged in Work under this contract at the site of the Project is not protected under workers' compensation law, Contractor shall provide, and shall cause each subcontractor to provide, adequate insurance for the protection of employees not otherwise protected. Contractor shall indemnify the City for any damage resulting to it from failure of either Contractor or any subcontractor to take out or maintain such insurance.

By its signature upon this Agreement, Contractor certifies that it has carefully reviewed and is aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for worker's compensation, or to undertake self-insurance in accordance with the provisions of the labor Code. Contractor, as a condition precedent to the commencement of its Work pursuant to the Agreement, shall comply with such provisions.

ARTICLE 7 — INDEMNITY AND INSURANCE

To the fullest extent permitted by law, and in strict accordance with the Contract Documents, Contractor shall defend, indemnify, and hold harmless the City, its officials, officers, City Council members, employees, agents, the Architect/Engineer, the Project Manager and the Project consultants, and their respective principals, officers and employees, and each of them, of and from any and all claims, demands, suits, causes of action, damages, costs, expenses, attorneys' fees, losses, or liability, in law or in equity, of every kind and nature whatsoever related to, arising out of, or in connection with, Contractor's operations to be performed under this Agreement, and as otherwise set forth in Contract Documents, including, without limitation, Section 7-1.05A of the Standard Specifications, as modified by Section 7.11 of the Special Provisions. The obligations of defense and indemnity set forth in this Article, and in the Contract Documents, shall not be limited by any insurance requirements or obligations pursuant to the Contract Documents. The obligations arising from this Article shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity (including all duties to defend), which would otherwise exist as to a party, or person described elsewhere in the Contract Documents.

Contractor shall maintain the insurance coverage described in Section 7-1.06 of the Standard Specifications, as modified by Section 7.12 of the Special Provisions, throughout the performance of the Agreement, including any maintenance, warranty and/or guaranty periods. This Agreement shall not be operative until evidence of such insurance has been provided to, and approved by, the City as to form, amount, and carrier. Contractor shall not allow any subcontractor

to commence Work at the Project until subcontractor provides evidence to Contractor and City that subcontractor has obtained insurance acceptable to the City.

ARTICLE 8 — NOTICES

Whenever any provision of the Contract Documents requires the giving of written notice, it shall be deemed to have been validly given if delivered in person to the individual for whom it is intended, or if delivered at or sent by registered or certified mail, postage prepaid, to the address listed below:

Notices required to be given to City:	**Notices required to be given to Contractor:**
Public Works Director/City Engineer	American Road Maintenance, Inc.
City of South Lake Tahoe	
1740 D Street	4554 E Eco Industrial Pl.
South Lake Tahoe, CA 96150-6251	Tucson, AZ 85756

Notices required to be given to any surety(ies):

_____

_____

ARTICLE 9 — MISCELLANEOUS

9.1 Terms. Terms used in this Agreement will have the meanings indicated in the Contract Documents.

9.2 Assignment. No assignment by a party hereto of any rights under or interests in the Agreement will be binding on another party hereto without the written consent of the party sought to be bound; and, specifically but without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

9.3 Successors and Assigns. City and Contractor each binds itself, its partners, successors, assign, and legal representatives to the other party hereto, its partners, successors, assigns, and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

9.4 Severability. Any provision or part of the Contract Documents held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon City and Contractor, who agree that the Contract Documents shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

9.5 South Lake Tahoe City Code. Contractor acknowledges that all pertinent provisions within the South Lake Tahoe City Code are incorporated by reference as though set forth in full herein, and, further, the failure of Contractor or any subcontractor, of any tier, to comply with any of its/their obligations under the Contract Documents, or the requirements of the South Lake Tahoe City Code, or any other applicable law, code, statute, or regulation, shall be deemed a material breach of the Agreement.

9.6 Third Party Beneficiary. Contractor expressly acknowledges the City's status as a third party beneficiary solely with respect to the performance to be rendered under each subcontract, of any tier, upon the Project, and, as a result, Contractor acknowledges that City possesses, *inter alia*, the rights enumerated within the South Lake Tahoe City Code as to the enforcement of obligations under subcontracts of any tier.

9.7 Regulatory Requirements. Contractor acknowledges that the Project is subject to requirements and regulations issued on behalf of various governmental and/or regulatory bodies, including, without limitation, the Lahontan Regional Water Quality Control Board and the Tahoe Regional Planning Agency, among others. Contractor agrees to fully and promptly comply with any and all requirements and regulations issued on behalf of such entities.

9.8 Governing Law. This Agreement and the Contract Documents shall be deemed to have been entered into in the County of El Dorado, State of California, and governed by California law. By entering into this Agreement, the Contractor consents and submits to the jurisdiction of Courts of the State of California, County of El Dorado, over any action of law, suit in equity, and/or other proceeding that may arise out of the Contract Documents.

IN WITNESS HEREOF, the said City of South Lake Tahoe, State of California, has caused this Agreement to be executed by its Mayor in its behalf, and the said Contractor has signed this Agreement the day and year first above written.

CITY OF SOUTH LAKE TAHOE

By _____
Cody Bass, Mayor,
City of South Lake Tahoe,
State of California

Contractor: ~~American Road Maintenance, Inc.~~

By _____

Title Kyle Paulson / Officer

Business License No. 982100

ATTEST:

By _____
Susan Blankenship, City Clerk

City of South Lake Tahoe

APPROVED AS TO FORM:

By _____
Sergio Rudin, Interim City Attorney

City of South Lake Tahoe

END OF DOCUMENT 00500

Exhibit A

Contractor's Accepted Bid

Exhibit B

Escrow Bid Documentation Certification

Exhibit C

Insurance Certificates and Endorsements

Exhibit D

Payment and Performance Bonds

Exhibit A

Contractor's Accepted Bid

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

BID PROPOSAL TO THE CITY OF SOUTH LAKE TAHOE

DOCUMENT 00400 – BID PROPOSAL

Runway 18/36 Pavement Maintenance
PWC 501852
CITY FORMAL BID NO. 26-501852-BN1
FEDERAL AID PROJECT NO. 3-06-0249-054-2026

NAME OF BIDDER American Road Maintenance

BUSINESS P.O. BOX N/A

BUSINESS STREET ADDRESS 4554 E Eco Industrial Pl

CITY, STATE, ZIP Tucson, AZ 85756

TELEPHONE NO: (480-)309-7102 FAX NO: (815-)301-3072

CONTRACTOR LICENSE NO. 982100

This Bid Proposal is submitted to the City on May 4th, 20 26

1.0 ENTER INTO AGREEMENT

The undersigned Bidder proposes and agrees, if this Bid Proposal is accepted, to enter into an Agreement with the City, in the form included in the Bid Documents, and to perform all Work as specified or indicated in the Bid Documents within the specified time and for the price(s) indicated in this Bid and in accordance with the other terms and conditions of the Bid Documents. The Agreement shall be in the amount of the Base Bid Schedule Price, plus any Bid Alternate Items, if applicable.

2.0 BIDDER ACCEPTANCE OF TERMS AND CONDITIONS

The undersigned Bidder accepts all of the terms and conditions of the Notice to Bidders and Instructions to Bidders, including without limitation those dealing with the disposition of Bid Security. The Bidder agrees that its Bid will remain open and subject to acceptance for at least one hundred twenty (120) calendar days after the Bid opening, or for such longer period of time that City and Bidder may agree to in writing.

3.0 BIDDER REPRESENTATIONS

In submitting this Bid, the undersigned Bidder represents that:

A. Bidder has in its possession a complete set of Contract Documents, and it has carefully examined and studied the Contract Documents, all information available to Bidders, and the following Addenda, receipt of all of which is hereby acknowledged:

Addendum Number	Addendum Date	Signature of Bidder
1	4/23/26	

B. Bidder has visited the site and become familiar with and satisfied itself as to the general, local, and site conditions that may affect cost, progress, and performance of the Work. Bidder further affirms that by submitting this Bid it has satisfied itself as to the availability of skilled and unskilled labor and qualified workers necessary to perform the Work within the Contract Time permitted, as well as the availability to procure the necessary equipment and materials to perform the Work within the time required.

C. Bidder is familiar with and has satisfied itself as to all Federal, state, and local laws, regulations, codes, permits, and other requirements that may affect cost, progress, and performance of the Work.

D. Bidder has carefully studied all reports of explorations and tests of subsurface conditions at or contiguous to the Site and all drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site which have been identified in the Bid Documents, if any.

E. Bidder has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface and underground facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Contract Documents to be employed by Bidder, and safety precautions and programs incident thereto.

F. Bidder does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price(s) bid and within the times and in accordance with the other terms and conditions of the Bidding Documents.

G. Bidder is aware of the general nature of work (if any) to be performed by City and others at the Site, or in close proximity to the site, that relates to the Work as indicated in the Bidding Documents or that may have some impact or bearing upon the performance of the Work.

H. Bidder has correlated the information known to Bidder, information and observations obtained from visits to the site, reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Contract Documents.

I. Bidder has given City written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Contract Documents, and the written resolution thereof by City is acceptable to Bidder, and where said conflicts, errors, ambiguities, or discrepancies have not been resolved through the interpretations or clarifications by City because of insufficient time or otherwise, Bidder has included in the Bid the greater quantity or better quality of Work, or compliance with the more stringent requirement resulting in a greater cost.

J. The Bid Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.

4.0 BID

The undersigned Bidder proposes and agrees to contract with the City to perform all of the Work, including subsidiary obligations as defined in the Contract Documents, for the price indicated in the Base Bid Schedule, below, plus or minus Alternate Item(s), if any, as directed in the sole discretion of the City.

In submitting its Bid Proposal, the undersigned Bidder understands and acknowledges that the Total Base Bid Price (Article 4.3, below) is the sum total of all required bid item amounts, inclusive of the Base Bid Schedule and the Bidder's Daily Rate of Compensation for Compensable Delay (extended for the number of calendar days as set forth herein). Alternate Items as set forth herein, if any, shall not be considered as part of the Total Base Bid unless Bidder is instructed, pursuant to the calculation of the Total Base Bid Price set forth in Section 4.3, below, to include some, or all, Alternate Items as part of the Total Base Bid.

The City shall compare the Total Base Bid Prices (Article 4.3) of all responsible bidders submitting responsive Bids, and the City shall award the Agreement, if at all, to the lowest responsible bidder in accordance with California Public Contract Code section 20162. **The Contract Sum for the Agreement, if awarded, between the City and Contractor shall be for the price indicated in the Base Bid Schedule (Article 4.1).**

BASE BID SCHEDULE

1. RUNWAY 18/36 PAVEMENT MAINTENANCE - SCHEDULE I (FEDERAL)

Item No.	Description	Unit of Measure	Est. Qty	Unit Cost	Total Cost
C-105a	Mobilization (10% Max)	LS	1	43,000	43,000
P-101a	Routed Crack Seal	LF	2,200	2.00	4,400
P-101b	Reseal Existing Crack Seal	LF	33,000	1.30	42,900
P-101c	Isolated Asphalt Pavement Repair	SF	30	100	3,000
P-608-Ra	Asphalt Surface Treatment with Aggregate	SY	91,000	2.10	191,100
P-608-Rb	Asphalt Surface Treatment without Aggregate	SY	9,250	2.00	18,500
P-608-Rc	Runway Friction Testing	LS	1	5,000	5,000
P-620a	Temporary Pavement Markings	SF	1,120	2.00	2,240
P-620b	Permanent Pavement Markings	SF	81,000	1.50	121,500
P-620c	Obliterate Existing Pavement Markings	SF	300	5.00	1,500

BID ITEMS I (Item Nos. 1 through 10): $ 433,140

BID ITEMS I PRICE (in words): Four hundred thirty three thousand one hundred forty dollars

TOTAL – SUM OF BASE BID (SCHEDULE I): $ 433,140

TOTAL – SUM OF BASE BID (SCHEDULE I) IN WORDS: Four hundred thirty three thousand one hundred forty dollars

The amount of each of the above Bid line items must be filled in and completed in ink.

Bid prices shall include everything necessary for the completion of the Work stipulated in the Contract Documents, including but not limited to providing the materials, equipment, tools, plant and other facilities, and the management, superintendence, labor and services. Bid prices shall include all federal, state and local taxes.

The Bidder shall set forth for each unit basis item of work a unit price and a total for the item, and for each lump sum item total for the item, all in clearly legible figures in the respective spaces provided for that purpose. In the case of unit basis items, the amount set forth under the "Item Total" column shall be the product of the "Unit Price" multiplied by the "Estimated Quantity" for the item.

otherwise unclear, or is omitted, or is the same as the amount as the entry in the item total column, then the amount set forth in the item total column for the item shall prevail and shall be divided by the estimated quantity for the item and the price thus obtained shall be the unit price.

If both the unit price and the item total are unreadable or otherwise unclear, or are omitted, the Bid may be deemed irregular. Likewise, if the item total for a lump sum item is unreadable or otherwise unclear, or is omitted, the Bid may be deemed irregular unless the Project being bid has only a single item and a clear, readable total bid is provided.

In case of discrepancy between the "Base Bid Schedule Price" listed and the actual sum of all item total prices, the individual item totals will prevail and the "Base Bid Schedule Price" will be revised to reflect the appropriate total based on the unit prices.

Symbols such as commas and dollar signs will be ignored and have no mathematical significance in establishing any unit price or item total or lump sums. Written unit prices, item totals and lump sums will be interpreted according to the number of digits and, if applicable, decimal placement. Cents symbols also have no significance in establishing any unit price or item total since all figures are assumed to be expressed in dollars and/or decimal fractions of a dollar. Bids on lump sum items shall be item totals only; if any unit price for a lump sum item is included in a bid and it differs from the item total, the item total shall prevail.

The foregoing provisions for the resolution of specific irregularities cannot be so comprehensive as to cover every omission, inconsistency, error, or other irregularity which may occur in a Bid. Any situation not specifically provided for will be determined in the discretion of the City, and that discretion will be exercised in the manner deemed by the City to best protect the public interest in the prompt and economical completion of the Work. The decision of the City respecting the amount of a Bid, or the existence or treatment of an irregularity in a Bid, shall be final.

4.2 DAILY RATE OF COMPENSATION FOR COMPENSABLE DELAY

Each and every Bidder, to have its Bid deemed responsive, shall provide below the daily rate of compensation for any Compensable Delay (as defined at Section 9.10 of the Special Provisions) caused by the City, at any time, during the performance of the Work. The daily rate of compensation (as required to be extended herein), which shall be included in the Total Base Bid Price, shall represent the amount that Contractor will charge the City for all direct and indirect delay costs which may be incurred by Contractor, on behalf of itself and all subcontractors and suppliers, of every tier, should there be a Compensable Delay.

The daily rate to be charged to the City shall be listed in the blanks as required, below, and shall be applicable to each of the first sixty (60) calendar days of Compensable Delay (beyond the Contract Time) that is not concurrent with any Contractor-caused delay, and shall represent the exclusive and sole amount (*i.e.*, constitute payment in full) that Contractor, on behalf of itself and subcontractors and suppliers, of every tier, shall receive for any and all direct and indirect delay costs.

Bidders are advised that the amount filled in the first blank, below, is the daily rate to be paid by City for each of the first sixty (60) calendar days of Compensable Delay. That amount shall be multiplied by 60 to yield an amount which liquidates the City-caused delay damages, in its entirety, during the first sixty (60) calendar days of Compensable Delay, and this amount shall be filled in the second blank, below. The latter total, which Bidder must add to the Base Bid

Schedule Price (and/or all other Bid amounts as may be required herein) to determine the Total Base Bid Price, will be used not only for bid comparison purposes to determine the lowest responsive, responsible Bidder, but also to determine the daily rate of direct and indirect delay costs to which Bidder will be entitled during the first sixty (60) days of any Compensable Delay (should the City award the Agreement to Bidder).

By including the daily rate of delay damages in this Bid Proposal, the City is not representing that it intends or expects to have the Project delayed, whether for sixty (60) calendar days or otherwise, but rather that the City wishes to quantify the amount it would be obligated to pay should such a Compensable Delay event(s) arise. The City will only pay the daily rate of compensation for the actual number of days of Compensable Delay, if any, in accordance with the Contract Documents; the actual number of days of Compensable Delay, if any, may be greater or lesser than the 60 day "multiplier" shown below. With respect to Compensable Delays beyond sixty (60) calendar days, the amount of direct and indirect delay costs, if any, to which Bidder may be entitled (if authorized under the Contract Documents) shall be determined in accordance with the Contract Documents.

In order for the Bid to be considered responsive, Bidder must submit the required Daily Rate of Compensation for Compensable Delay, extended as required hereunder. The failure of Bidder to do so shall result in the Bid being rejected as non-responsive.

(1) **DAILY RATE OF COMPENSATION FOR COMPENSABLE DELAY FOR CONTRACTOR AND ALL SUBCONTRACTORS/SUPPLIERS (include the amount in words as well as numbers):**

$ 0 **per calendar day (amount).**

zero dollars

(words).

(2) **DAILY RATE OF COMPENSATION FOR COMPENSABLE DELAY FOR CONTRACTOR AND ALL SUBCONTRACTORS/SUPPLIERS MULTIPLIED BY 60 (include the amount in words as well as numbers):**

Daily Amount (above): $ 0 **x 60 calendar days = $** 0 **(amount)**

zero dollars

(words).

In case of discrepancy between the amount stated for "Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers" and the extension of that amount as stated above for the "Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers Multiplied by 60", the "Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers" shall prevail and the "Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers Multiplied by 60" will be corrected accordingly to reflect the appropriate total based on the stated daily rate.

4.3 TOTAL BASE BID

The Total Base Bid shall be determined by adding the following amounts as set forth in Sections 4.1 and 4.2(2): **"Base Bid Schedule Price" (Section 4.1)** plus **"Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers Multiplied by 60" (Section 4.2(2)) = "Total Base Bid".**

TOTAL BASE BID PRICE:

$ 433,140 **(amount)**

TOTAL BASE BID PRICE (in words): Four hundred thirty three thousand one hundred forty dollars.

In the event the addition of the "Base Bid Schedule Price" and "Daily Rate of Compensation for Compensable Delay for Contractor and All Subcontractors/Suppliers Multiplied by 60" is incorrect such that the Total Base Bid Price does not equal the product of those two Bid components, the City will correct the Total Base Bid Price accordingly and the corrected addition will govern.

The City shall compare the amounts of the Total Base Bid Prices of all responsible bidders submitting responsive Bids, and the City shall award the Agreement, if an award is made, to the lowest responsible bidder in accordance with California Public Contract Code section 20162. The Contract Sum for the Agreement, if awarded, between the City and Contractor shall be for the price indicated in the Base Bid Schedule (Article 4.1).
The City reserves all rights to reject this Bid, or all Bids, and to waive any and/or all minor irregularities, all within the City's sole discretion.

5.0 BID ALTERNATE ITEMS

The City has not included any Alternate Items for this Bid.

6.0 COMPLETION

In accordance with the Contract Documents, the undersigned Bidder agrees to plan the Work and to prosecute it with such diligence that said Work shall be commenced within **ten (10) calendar days** from the date that commencement of the Work is authorized pursuant to the Notice to Proceed, and shall be completed within the Contract completion time(s) as set forth in the Contract Documents. Furthermore, the undersigned Bidder accepts the provisions of Section 8.3.2 of the Special Provisions with respect to the assessment of liquidated damages in the event Contractor fails to complete the Work within the specified time(s).

7.0 ATTACHED DOCUMENTS

The undersigned Bidder, by initialing upon each line, below, acknowledges that the following fully completed and executed Bid Documents are attached to, incorporated herein by reference and made a condition of this Bid Proposal (unless the City authorizes the submission of

any document(s) enumerated below subsequent to the bid opening pursuant to the instructions set forth in the Bid Documents:

SECTION	TITLE	INITIALS
00410	Bidder's Bond	KP
00420	Designation of Subcontractors	KP
00423	Verification of DIR Compliance	KP
00424	CARB CRC Compliance	KP
00425	Self-Performance Declaration	KP

(If is not submitted with Bid, Document 00425 shall be submitted within 24 hours after the time of bid opening.)

00430	Debarment and Suspension Certifications	KP
00432	Non-Collusion Declaration	KP
00435	Worker's Compensation Certification	KP
00440	Business and Professions Code Sections 7028.15 and 7031 Statement	KP
00450	Bidder's Statement of Financial Responsibility, Technical Ability and Experience	KP
00465	Non-Lobbying Certification	KP
00466	Disclosure of Lobbying Activities	KP
00471	Construction Contract DBE Commitment	KP

(If not submitted with the Bid, Document 00471 shall be submitted within five (5) working days after bid opening.)

00475	DBE Information – Good Faith Efforts	KP

(If Bidder is required to submit Document 00475 and does not do so with the Bid, Document 00475 may be submitted within five (5) working days after bid opening.)

00635	Warranty/Guaranty Form	KP
00640	Acknowledgment of City Code	KP
00650	Bid Document Certification	KP

(Document 00650 shall be submitted with the escrowed bid documents, outside the sealed container holding the escrow bid documents, within three (3) business days after bid opening in accordance with the Bid Documents.)

8.0 SUPPLEMENTAL INFORMATION SUBMITTED AFTER BID OPENING

A. The undersigned Bidder understands and acknowledges that it may be ineligible for an award of the Agreement unless the Bidder has furnished all required documentation, on behalf of itself and all subcontractors, as applicable, in accordance with Section 2.3 ("Escrow of Bid Documents") of the Special Provisions, and which shall include, without limitation, Document 00650 ("Bid Document Certification").

B. The undersigned Bidder understands that a Bidder may be ineligible for an award of the Agreement unless the Bidder has furnished, in accordance with the Bid Documents, and within 24 hours of the Bid opening, a completed Document 00425 ("Self-Performance Declaration") certifying that Bidder shall perform with the Bidder's own organization Work in an amount not less than **30%** of the total original price of the Work.

C. The undersigned Bidder understands that a Bidder may be ineligible for an award of the Agreement if the following documents are not submitted with the Bid, or, alternatively, within the time(s) as authorized under the Bid Documents: Document 471 ("Construction Contract DBE Commitment") and/or Document 00475 ("DBE Information – Good Faith Efforts").

9.0 CALIFORNIA CONTRACTOR'S LICENSE AND ENTITY INFORMATION

The undersigned Bidder is licensed in accordance with Chapter 9, Division 3 of California Business and Professions Code and section 3300 of the California Public Contract Code, and the laws of the State of California, and that information follows:

Bidder's Valid California Contractor's License No. 982100 Class C32

Expiration Date: 4/30/27; Bidder has contracted under this license number for 13 years.

Bidder must provide the following information if Bidder is:

An Individual/Sole Proprietorship:

Name (typed or printed):_____

By: _____ (SEAL)

(Individual's signature)

Doing business as:_____

Business Address:_____

Phone Number: ( ) _____ FAX Number: ( ) _____

Email Address of Authorized Representative: _____

A Partnership or LLC:

Partnership or LLC Name: _____ (SEAL)

By: _____

(Signature of general partner or member -- attach evidence of authority to sign)

Name (typed or printed):_____

Business address: _____

Phone Number: ( )_____ FAX Number: ( )_____

Email Address of Authorized Representative: _____

A Corporation:

Corporation Name: American Road Maintenance

State of Incorporation: Illinois

Type (~~General Business~~, Professional, Service, Limited Liability): General Business

By: [signature]

(Signature -- attach evidence of authority to sign)

Name (typed or printed): Kyle Paulson

Title: Officer

(CORPORATE SEAL)

Attest: [signature]

(Signature of Corporate Secretary) JOE COGHILL

Business address: 4554 E Eco Industrial Pl Tucson, AZ 85756

Date of Qualification to do business is 3/18/13

Phone Number: (480-309-7102 FAX Number: (815)-301-3072

Email Address of Authorized Representative: kyle@armwestcoast.com

A Joint Venture:

Joint Venturer Name: _____ (SEAL)

By: _____

(Signature of joint venture partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

Business address: _____

Phone Number: ( ) _____ FAX Number: ( ) _____

Email Address of Authorized Representative: _____

Joint Venturer Name: _____ (SEAL)

By: _____

(Signature of joint venture partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

Business address: _____

Phone Number: ( ) _____ FAX Number: ( ) _____

Email Address of Authorized Representative: _____

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.

10.0 BID SECURITY

Accompanying this Bid Proposal is:

bidders bond

(Insert the words "cash" ($ 10% of TAB), "cashier's check," or "bidder's bond," as the case may be.) in an amount to equal at least ten (10) percent of the total amount of the Bid.

IF CASHIER'S CHECK INCLUDED, ATTACH HERE:

By my signature on this Bid Proposal, I certify, under penalty of perjury under the laws of the State of California, that the foregoing Bid Proposal, and all documents, declaration and certifications submitted as part of this Bid Proposal, are accurate, true and correct and that the Bidder has complied with the requirements of 2 CCR Section 11102 (Fair Employment and Housing Commission Regulations).

Date: 4/30/26

Sign Here

Kyle Paulson / Officer

Signature and Title of Bidder's Authorized Representative

END OF DOCUMENT 00400

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

BIDDER'S BOND

DOCUMENT 00410 – BIDDER'S BOND

WHEREAS, we, American Road Maintenance, Inc. as Principal, and Employers Mutual Casualty Company as Surety, are held and firmly bound unto the City of South Lake Tahoe, a political subdivision of the State of California (hereinafter called "City") in the penal sum of TEN PERCENT (10%) of the total aggregate amount of the bid of the Principal above named, submitted by said Principal to City for the Work described below, for the payment of which sum in lawful money of the United States, well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents.

The condition of this obligation is such that a Bid to City for that certain construction project known as **Runway 18/36 Pavement Maintenance** for which Bids are to be opened on May 4, 2026, has been submitted by Principal to City:

NOW, THEREFORE, if the aforesaid Principal shall not withdraw said Bid within the period specified therein after the opening of the same or, if no period be specified, within ninety (90) days after said opening, and shall within the period specified therefore, or if no period be specified, within ten (10) days after the prescribed forms are presented to Principal for signature, enter into a written Agreement with City, in the prescribed form, in accordance with the Bid as accepted, and file the Contract Bonds with City (including one to guarantee faithful Performance and another to guarantee Payment for labor and materials, as required by law), or in the event of the withdrawal of said Bid within the period specified or the failure to enter into such Agreement and give such Contract Bonds within the time specified, or to satisfy any other conditions precedent to the entering into an Agreement, if the Principal shall pay City the difference between the amount specified in said Bid and the amount for which City may procure the required Work and/or supplies, if the latter amount be in excess of the former, together with all costs incurred by City in again calling for Bids, then the above obligation shall be void and of no effect, otherwise to remain in full force and virtue.

Surety for value received, hereby stipulates and agrees that no change, extension of time, alterations, or addition to the terms of the Agreement on the call for Bids, or to the Work to be performed thereunder, or the specifications accompanying the same, shall in any way affect its obligation under this Bond, and it does, hereby, waive notice of any such change, extension of time, alteration, or addition to the terms of specifications.

In the event suit is brought upon this Bond by the City of South Lake Tahoe and judgment is recovered, Surety shall pay all costs incurred by the City of South Lake Tahoe in such suit, including attorneys' fee and consultant costs to be fixed by the court in accordance with applicable statutory law.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this 28th day of April, 2026

PRINCIPAL: American Road Maintenance, Inc.

Signature

Kyle Pawson

Name

OFFICER

Title

4554 E ECO INDUSTRIAL PL TUCSON, AZ 85756

Address

SURETY: Employers Mutual Casualty Company

Signature APR 2 8 2026

Edward Hackett

Name

Attorney-in-Fact

Title

717 Mulberry Street, Des Moines, IA 50309-3872

Address

NOTE TO SURETY COMPANY:
The following form of acknowledgement should be used. If any other form of acknowledgement is used, there must be submitted a certified copy of unrevoked resolution of authority for the attorney-in-fact.

SURETY COMPANY ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
COUNTY OF EL DORADO) ss.
)

On _____, before me, the undersigned, a Notary Public in and for the State, personally appeared _____, known to me to be the duly authorized Attorney-in-Fact of the corporate Surety named in the within instrument, known to me to be authorized to execute that instrument on behalf of said corporation, known to me to be the person whose name is subscribed to such instrument as the Attorney-in-Fact of said corporation, and acknowledged to me that he (she) subscribed the name of said corporation thereto as Surety, and his (her) own name as Attorney-in-Fact and that said corporation executed the same.

WITNESS MY HAND AND OFFICIAL SEAL:

(SEAL)

SEE ATTACHED

Notary Public for the State of California.

Acknowledgement by Attorney-in-Fact must be attached.
Corporate seals of Principal and Surety must be attached.

END OF DOCUMENT 00410

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of California

A notary public or other officer completing this certificate verified only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

County of Orange

On APR 2 8 2026 before me, C. Maestas, Notary Public
(Here insert name and title of the officer)

personally appeared Edward Hackett

who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is~~/are~~ subscribed to the within instrument and acknowledged to me that he~~/she/they~~ executed the same in his~~/her/their~~ authorized capacity~~(ies)~~, and that by his~~/her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

C. MAESTAS
Notary Public - California
Orange County
Commission # 2456669
My Comm. Expires Aug 1, 2027

(Notary Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Bid Bond
(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 3 Document Date APR 2 8 2026

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he~~/she/they~~ is~~/are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - OR Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - OR Indicate title or type of attached document, number of pages and date.
  - OR Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).

Securely attach this document to the signed document

emc INSURANCE

P.O. Box 712 • Des Moines, Iowa 50306-0712

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, that:

1. Employers Mutual Casualty Company, an Iowa Corporation
2. EMCASCO Insurance Company, an Iowa Corporation
3. Union Insurance Company of Providence, an Iowa Corporation
4. Illinois EMCASCO Insurance Company, an Iowa Corporation
5. Dakota Fire Insurance Company, a North Dakota Corporation
6. EMC Property & Casualty Company, an Iowa Corporation

hereinafter referred to severally as "Company" and collectively as "Companies", each does, by these presents, make, constitute and appoint:

Edward Hackett

its true and lawful attorney-in-fact, with full power and authority conferred to sign, seal, and execute the Bid Bond

Any and All Bonds

and to bind each Company thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of each such Company, and all of the acts of said attorney pursuant to the authority hereby given are hereby ratified and confirmed.

AUTHORITY FOR POWER OF ATTORNEY

This Power-of-Attorney is made and executed pursuant to and by the authority of the following resolution of the Boards of Directors of each of the Companies at the first regularly scheduled meeting of each company duly called and held in 1999:

RESOLVED: The President and Chief Executive Officer, any Vice President, the Treasurer and the Secretary of Employers Mutual Casualty Company shall have power and authority to (1) appoint attorneys-in-fact and authorize them to execute on behalf of each Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof; and (2) to remove any such attorney-in-fact at any time and revoke the power and authority given to him or her. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power-of-attorney issued to them, to execute and deliver on behalf of the Company, and to attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and any such instrument executed by any such attorney-in-fact shall be fully and in all respects binding upon the Company. Certification as to the validity of any power-of-attorney authorized herein made by an officer of Employers Mutual Casualty Company shall be fully and in all respects binding upon this Company. The facsimile or mechanically reproduced signature of such officer, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power-of-attorney of the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

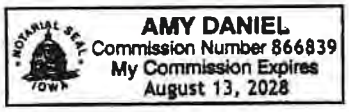
IN WITNESS THEREOF, the Companies have caused these presents to be signed for each by their officers as shown, and the Corporate seals to be hereto affixed this 17th day of September, 2025.

Scott R. Jean, President & CEO
of Company 1; Chairman, President
& CEO of Companies 2, 3, 4, 5 & 6

Todd Strother, Executive Vice President
Chief Legal Officer & Secretary of
Companies 1, 2, 3, 4, 5 & 6

Seals





On this 17th day of September, 2025 before me a Notary Public in and for the State of Iowa, personally appeared Scott R. Jean and Todd Strother, who, being by me duly sworn, did say that they are, and are known to me to be the CEO, Chairman, President, Executive Vice President, Chief Legal Officer and/or Secretary, respectively, of each of the Companies above; that the seals affixed to this instrument are the seals of said corporations; that said instrument was signed and sealed on behalf of each of the Companies by authority of their respective Boards of Directors; and that the said Scott R. Jean and Todd Strother, as such officers, acknowledged the execution of said instrument to be their voluntary act and deed, and the voluntary act and deed of each of the Companies.

My Commission Expires August 13, 2028.

Notary Public in and for the State of Iowa

CERTIFICATE

I, Ryan J. Springer, Vice President of the Companies, do hereby certify that the foregoing resolution of the Boards of Directors by each of the Companies, and this Power of Attorney issued pursuant thereto on 17th day of September, 2025, are true and correct and are still in full force and effect.
In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 28th day of April, 2026.

Vice President

STATE OF CALIFORNIA

DEPARTMENT OF INSURANCE **Nº 07690**

SAN FRANCISCO

Amended

Certificate of Authority

THIS IS TO CERTIFY *THAT, Pursuant to the Insurance Code of the State of California,*

Employers Mutual Casualty Company

of Des Moines, Iowa *, organized under the laws of* Iowa *, subject to its Articles of Incorporation or other fundamental organizational documents, is hereby authorized to transact within the State, subject to all provisions of this Certificate, the following classes of insurance:* Fire, Marine, Surety, Disability, Plate Glass, Liability, Workers' Compensation, Common Carrier Liability, Boiler and Machinery, Burglary, Sprinkler, Team and Vehicle, Automobile, Aircraft, and Miscellaneous

as such classes are now or may hereafter be defined in the Insurance Laws of the State of California.

THIS CERTIFICATE *is expressly conditioned upon the holder hereof now and hereafter being in full compliance with all, and not in violation of any, of the applicable laws and lawful requirements made under authority of the laws of the State of California as long as such laws or requirements are in effect and applicable, and as such laws and requirements now are, or may hereafter be changed or amended.*

IN WITNESS WHEREOF, *effective as of the* 4th *day of* March, 2003, *I have hereunto set my hand and caused my official seal to be affixed this* 4th *day of* March, 2003.

John Garamendi
Insurance Commissioner

By

Victoria S. Sidbury
for Ida Zodrow - Acting Chief *Deputy*

NOTICE:
Qualification with the Secretary of State must be accomplished as required by the California Corporations Code promptly after issuance of this Certificate of Authority. Failure to do so will be a violation of Insurance Code Section 701 and will be grounds for revoking this Certificate of Authority pursuant to the convenants made in the application therefor and the conditions contained herein.

FORM CB-3

OSP 00 39391

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

DESIGNATION OF SUBCONTRACTORS

DOCUMENT 00420 – DESIGNATION OF SUBCONTRACTORS

In compliance with the provisions of Sections 4100 to 4114, inclusive, of the Public Contract Code of the State of California, and any amendments thereof, each bidder shall set forth below the name (including license number), the location and the portion of the Work to be performed by each subcontractor who will perform work or labor or render service to the Contractor in or about the construction of the work or improvement to be performed under these Contract Documents, in an amount in excess of one-half of 1 percent (0.5%) of the Bidder's total bid per the Base Bid Schedule Price. **BIDDER SHALL ALSO EXECUTE AND SUBMIT TO THE CITY THE DECLARATION UNDER PENALTY OF PERJURY AT THE END OF THIS DOCUMENT.**

If the Bidder fails to specify a subcontractor for any portion of the Work (in an amount in excess of one-half of 1 percent (0.5%) of the Bidder's total bid (per the Base Bid Schedule Price)) to be performed under the Agreement, the Bidder shall be deemed to have agreed to perform such portion itself. Subletting or subcontracting of any portion of the Work (in an amount in excess of one-half of 1 percent (0.5%) of the Bidder's total bid (per the Base Bid Schedule Price)) as to which no subcontractor was designated in the original Bid shall only be permitted in strict accordance with California law.

Contractor shall also verify below that each listed subcontractor has registered and paid a fee to the Department of Industrial Relations pursuant to Labor Code 1725.5.

[NOTE: Reproduce page two of this section for additional listings needed beyond the length of this form.]

PORTION OF WORK ACTIVITY (%)	SUBCONTRACTOR NAME	LICENSE NUMBER	LOCATION OF SUBCONTRACTOR	DIR. REG. NUMBER	EQUIPMENT CRCs INCLUDED (Y/N)
	No Subcontractors to be used				

PORTION OF WORK ACTIVITY (%)	SUBCONTRACTOR NAME	LICENSE NUMBER	LOCATION OF SUBCONTRACTOR	DIR. REG. NUMBER	EQUIPMENT CRCs INCLUDED (Y/N)

Document 00420 - Designation of Subcontractors; Declaration Under Penalty of Perjury:

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an officer, principal or owner of the Bidder, and that the foregoing Document 00420 - Designation of Subcontractors submission is accurate, true and correct.

Date: 4/30/26 Bidder's Signature: KP

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00420

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

VERIFICATION OF CONTRACTOR AND SUBCONTRACTOR DIR REGISTRATION

DOCUMENT 00423 – VERIFICATION OF CONTRACTOR AND SUBCONTRACTOR DIR REGISTRATION

I am the Officer (Title/Position) of American Road Maintenance (Bidder Name) ("Bidder")

Submitting the accompanying Bid Proposal for the Work described as **Runway 18/36 Pavement Maintenance**

1. The Bidder is currently registered as a contractor with the Department of Industrial Relations ("DIR").
2. The Bidder's DIR Registration Number is: 1000041545. The expiration date of the Bidder's DIR Registration is 6/30, 2028.
3. If the expiration date of the Bidder's DIR Registration will occur prior to expiration of the Contract Time for the Work and the Bidder is awarded the Contract for the Work, prior to the Bidder's DIR expiration, the Bidder will take all measures necessary to renew the Bidder's DIR Registration so that there is no lapse in the Bidder's DIR Registration.
0
4. The Bidder has independently verified that each Subcontractor identified in the Subcontractors List is a DIR registration contractor.
5. The Bidder, if awarded the Contract for the Work will remain a DIR registered contractor for the entire duration of the Work.
6. The Bidder's solicitation of Subcontractor bids included notice to prospective Subcontractors that: (i) all sub-tier subcontractors must be DIR registered contractors at all times during performance of the Work; and (ii) prospective subcontractors may only solicit sub-bids from and contract with lower-tier subcontractors who are DIR registered contractors.
7. If any of the statements herein are false or omit material facts rendering a statement to be false or misleading, the Bidder's Bid Proposal is subject to rejection for non-responsiveness.
8. I have personal first-hand knowledge of all the foregoing.

I declare under penalty of perjury under California law that the foregoing is true and correct.

Executed this 30th day of April, 2026 at Dana Point, CA (City and State).

Signature: K P Name (typed or printed): Kyle Paulson

END OF DOCUMENT 00423

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

CALIFORNIA AIR QUALITY CONTROL BOARD (CARB) CERTIFICATE OF REPORTED COMPLIANCE (CRC)

DOCUMENT 00424 – CARB CERTIFICATES OF REPORTED COMPLIANCE

I am the Officer (Title/Position) of American Road Maintenance (Bidder Company Name) ("Bidder")

Submitting the accompanying Bid Proposal for the Work described as **Runway 18/36 Pavement Maintenance**

The Fleet Identification number on CARB website will be reviewed as a part of the determination of the lowest submitted responsive and responsible bid to confirm the Contractor and all listed subcontractors have submitted a CRC or have indicated that CARB compliance does not apply to the particular subcontractor and have provided detailed reasoning for said exemption. Failure to comply with CARB CRC requirements as part of the Bid is cause for the Bid to be rejected as non-responsive.

1. The Bidder has included with this bid proposal, California Air Quality Control Board, Certificates of Reported Compliance (CRC) for their fleet of equipment to be used for the Work currently owned or leased for all In-Use Off-Road Diesel-Fueled Fleet Vehicles (e.g. construction equipment).
2. The Bidder has independently verified that each Subcontractor identified in the Subcontractors List has CRC certifications for their fleet of equipment to be used for the Work currently owned or leased for all In-Use Off-Road Diesel-Fueled Fleet Vehicles (e.g. construction equipment).
3. The Bidder and all listed subcontractors and sub-tier subcontractors assure that all In-Use Off-Road Diesel-Fueled Fleet Vehicles (e.g. construction equipment) delivered to the construction site to perform contract work during the life of the above listed project shall be CRC certified.
4. I have personal first-hand knowledge of all the foregoing.

I declare under penalty of perjury under California law that the foregoing is true and correct.

Executed this 30th day of April, 2026 at Dana Point, CA (City and State).

Signature: K [illegible] Name (typed or printed): Kyle Paulson

END OF DOCUMENT 00424

CALIFORNIA
AIR RESOURCES BOARD

Certificate of Reported Compliance With:

Truck and Bus Regulation

Issued to: American Road Maintenance

This certificate confirms that the fleet owner has attested under penalty of perjury that the statements and information they provided to the California Air Resources Board (CARB) are true, accurate, and complete regarding all relevant vehicles in the fleet required to show compliance. CARB hereby finds that the fleet listed has met requirements of:

Title 13 CCR 2025 (Truck and Bus Regulation)

If CARB subsequently finds that the statements and information that have been provided are not true, accurate, and complete, this certificate shall be effectively revoked and the fleet subject to penalties.

This certificate is valid until **December 31, 2026**

Michelle Buffington

Michelle Buffington
Division Chief, Mobile Source Control
DivisionCalifornia Air Resources Board

Printed on 2026-04-30

6 Vehicles

TRUCRS Fleet Identification
242796

To verify the authenticity of this certificate, visit
www.arb.ca.gov/msprog/onrdiesel/tblookup.php

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

SELF-PERFORMANCE DECLARATION

DOCUMENT 00425 – SELF-PERFORMANCE DECLARATION

Pursuant to Section 5-1.13 ("Subcontracting") of the Standard Specifications, as amended pursuant to Section 5-2 of the Special Provisions, Contractor shall certify that it will perform, with the Contractor's own organization, contract Work in an amount not less than **30%** of the total price of the Work. Bidder is instructed to complete the foregoing declaration and submit the same with the Bid, or, by facsimile (FAX) to (530) 541-3051 **within 24 hours** after the specified time of bid opening. **Failure of Bidder to provide the Self-Performance Declaration within the time specified may result in a non-responsive bid.**

Document 00425 – Self-Performance Declaration Under Penalty of Perjury:

Bidder certifies that it shall perform, with the Bidder's own organization, Contract Work in an amount not less than 30% of the total price of the original bid of the Work in accordance with Section 5-1.13 ("Subcontracting") of the Standard Specifications, as amended pursuant to Section 5.2 of the Special Provisions.

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an officer, principal or owner of the Bidder, and that the information provided in the foregoing Document 00425 – Self-Performance Declaration is accurate, true and correct.

Date: 4/30/26 Bidder's Signature: KP

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00425

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

DEBARMENT AND SUSPENSION CERTIFICATION

DOCUMENT 00430 – DEBARMENT AND SUSPENSION CERTIFICATION

The undersigned (authorized official signing for the Bidder) hereby declares under penalty of perjury the following:

1. In accordance with section 6109 of the Public Contract Code, the bidder declares that bidder will not enter into any contract with a subcontractor who/which has been debarred pursuant to section 1771.1 or section 1777.7 of the Labor Code. No public monies shall be paid to a debarred subcontractor, and any contract entered into for public work between a prime contractor and debarred subcontractor shall be considered void as a matter of law. Any payments made to a debarred subcontractor shall be returned to Owner. The prime contractor shall be solely responsible for all payments to a debarred subcontractor. In no case shall any public money be used to pay a debarred subcontractor.

2. In accordance with section 10162 of the Public Contract Code, has the Bidder, any officer of the Bidder, or any employee of the Bidder who has a proprietary interest in the Bidder, ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

Yes _____ No ✓

If the answer is yes, explain the circumstances in the following space (use additional sheets if necessary).

3. In accordance with section 10232 of the Public Contract Code, has more than one final, unappealable finding of contempt of a court by a federal court has been issued against the Bidder within the immediately preceding two-year period because of the Bidder's failure to comply with an order of a federal court which orders the Bidder to comply with an order of the National Labor Relations Board? For purposes of this section, a finding of contempt does not include any finding which has been vacated, dismissed, or otherwise removed by the court because the contractor has complied with the order which was the basis for the finding.

Yes _____ No ✓

If the answer is yes, explain the circumstances in the following space (use additional sheets if necessary).

4. In accordance with section 10285.1 of the Public Contract Code, the Bidder declares that neither the Bidder nor any subcontractor to be engaged by the Bidder has been convicted of any of the offenses referred to in this section within the preceding three (3) years. These offenses include if that Bidder or any subcontractor to be engaged by the Bidder, or any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, has been convicted by a court of competent jurisdiction of any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Section 1101, with any public entity, as defined in Section 1100, including, for the purposes of this certification, The City of South Lake Tahoe.

5. Certification Regarding Debarment and Suspension

The undersigned (authorized official signing for American Road Maintenance) certifies to the best of his or her knowledge and belief, that the bidder :

A. are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal Department or agency;

B. have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

C. are not presently indicted or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and

D. have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an officer, principal or owner of the Bidder, and that the foregoing questionnaire, and all certifications and statements therein, are accurate, true and correct.

Date: 4/30/26 Bidder's Signature: 

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00430

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

NON-COLLUSION DECLARATION

DOCUMENT 00432 – NON-COLLUSION DECLARATION

"NON-COLLUSION DECLARATION TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID"

In accordance with Title 23 of the United States Code Section 112 and Public Contract Code Section 7106, Bidder shall include with its bid the following declaration signed under penalty of perjury:

"The undersigned declares:

I am the Officer **[TITLE]** of American Road Maintenance **[BIDDER]**, the party making the foregoing bid.

The bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham. The bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or to refrain from bidding. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on 4/30/26 **[DATE]**, at Dana Point **[CITY]**, California **[STATE]**."

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an officer, principal or owner of the Bidder, and that the foregoing declaration is accurate, true and correct.

Date: 4/30/26

Bidder's Signature: KP

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00432

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

WORKER'S COMPENSATION CERTIFICATION

DOCUMENT 00435 – CONTRACTOR'S WORKERS COMPENSATION CERTIFICATION

PROJECT NAME: **RUNWAY 18/36 PAVEMENT MAINTENANCE**

PROJECT NO.: **PWC 501852** **Bid No.: 26-501852-BN1**

Labor Code §3700:

> "Every employer, except the State, and all political subdivisions or institutions thereof, shall secure the payment of compensation in one or more of the following ways:
>
> (a) By being insured against liability to pay compensation by one or more insurers, duly authorized to write compensation insurance in the State.
>
> (b) By securing from the Director of Industrial Relations a certificate on consent to self-insure, which may be given upon furnishing proof satisfactory to the Director of Industrial Relations of ability to self-insure and to pay any compensation that may become due to employees."

I am aware of the provisions of §3700 of the Labor Code that require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance. In accordance with the provisions of that code, I will comply with such provisions before commencing the performance of the Work of this Contract.

Date: 4/30/26

CONTRACTOR'S SIGNATURE:

Signature

Kyle Paulson / Officer
Name

Officer
Title

(Labor Code §1861 requires that this Contractor certification must be signed and filed by the Contractor with the public agency prior to performing any Work.)

END OF DOCUMENT 00435

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

BUSINESS AND PROFESSIONS CODE SECTIONS 7028.15 AND 7031 STATEMENT

DOCUMENT 00440 – BUSINESS AND PROFESSIONS CODE SECTIONS 7028.15 AND 7031 STATEMENT

In accordance with the Business and Professions Code Sections 7028.15 and 7031, the Contractor hereby states under penalty of perjury that he/she is licensed in accordance with an act providing for the State of California registration of Contractors,

License No. 982100, Classification(s) C32 04 / 30 / 27

Expiration Date 4/30/27

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an authorized representative on behalf of Bidder (an officer, principal or owner of the Bidder), and that the foregoing statement is accurate, true and correct.

Date: 4/30/26 Bidder's Signature: KP

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00440

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

BIDDER'S STATEMENT OF FINANCIAL RESPONSIBILITY, TECHNICAL ABILITY AND EXPERIENCE

DOCUMENT 00450 – Bidder's Statement of Financial Responsibility, Technical Ability and Experience

The undersigned submits below a statement of projects of a similar character to that included in the proposed contract which have been successfully performed, together with approximate costs of each project, and references which will enable the City Council to judge the Contractor's responsibility, experience, skill and business standing.

[Note: Use additional sheets if necessary.]

see attached

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I am an authorized representative on behalf of Bidder (an officer, principal or owner of the Bidder), and that the foregoing statement is accurate, true and correct.

Date: 4/30/26 Bidder's Signature: KP

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00450

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

NON-LOBBYING CERTIFICATION

DOCUMENT 00465 – NON-LOBBYING CERTIFICATION

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

(l) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal 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.

(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 Federal 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, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities" (Document 00466), in conformance with its instructions.

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 of not less than $10,000 and not more than $100,000 for each such failure.

The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.

CONTRACTOR'S SIGNATURE:

Signature

Kyle Paulson
Name

Officer
Title

END OF DOCUMENT 00465

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DISCLOSURE OF LOBBYING ACTIVITIES

DOCUMENT 00466 – DISCLOSURE OF LOBBYING ACTIVITIES

Local Assistance Procedures Manual
PS&E Checklist Instructions

EXHIBIT 12-E
Attachment G

DISCLOSURE OF LOBBYING ACTIVITIES
COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action: ☑
a. contract
b. grant
c. cooperative agreement
d. loan
e. loan guarantee
f. loan insurance

2. Status of Federal Action: ☑
a. bid/offer/application
b. initial award
c. post-award

3. Report Type: ☑
a. initial
b. material change

For Material Change Only:
year ____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity
☑ Prime ☐ Subawardee
Tier _____ , if known

Congressional District, if known

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
American Road Maintenance
4554 E Eco Industrial Pl
Tucson, AZ 85756
Congressional District, if known

6. Federal Department/Agency:
FAA

7. Federal Program Name/Description:
Airport Improvment Progam AIP
CFDA Number, if applicable _____

8. Federal Action Number, if known:
3-06-0249-054-2026

9. Award Amount, if known:
433,140

10. a. Name and Address of Lobby Entity
(If individual, last name, first name, MI)

b. Individuals Performing Services (including address if different from No. 10a)
(last name, first name, MI)

(attach Continuation Sheet(s) if necessary)

11. Amount of Payment (check all that apply)
$ _____ ☐ actual planned

12. Form of Payment (check all that apply):
☐ a. cash
☐ b. in-kind; specify: nature _____
value _____

13. Type of Payment (check all that apply)
☐ a. retainer
☐ b. one-time fee
☐ c. commission
☐ d. contingent fee
☐ e deferred
☐ f. other, specify _____

14. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 11:

(attach Continuation Sheet(s) if necessary)

15. Continuation Sheet(s) attached: **Yes** ☐ **No** ☑

16. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: K P
Print Name: Kyle Paulson
Title: Officer
Telephone No.: 480-309-7102 Date: 4/30/26

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL

Standard Form LLL Rev. 09-12-97

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime federal recipient, at the initiation or receipt of covered federal action or a material change to previous filing pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity 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 a covered federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered federal action for which lobbying activity is and/or has been secured to influence, the outcome of a covered federal action.
2. Identify the status of the covered federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last, previously submitted report by this reporting entity for this covered federal action.
4. Enter the full name, address, city, State and zip code of the reporting entity. Include Congressional District if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subaward recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the first tier. Subawards include but are not limited to subcontracts, subgrants and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee" then enter the full name, address, city, State and zip code of the prime federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the federal program name or description for the covered federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans and loan commitments.
8. Enter the most appropriate federal identifying number available for the federal action identification in item 1 (e.g., Request for Proposal (RFP) number, Invitation for Bid (IFB) number, grant announcement number, the contract grant. or loan award number, the application/proposal control number assigned by the federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered federal action where there has been an award or loan commitment by the Federal agency, enter the federal amount of the award/loan commitments for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, State and zip code of the lobbying entity engaged by the reporting entity identified in item 4 to influenced the covered federal action.
    (b) Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name and Middle Initial (MI).
11. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (item 4) to the lobbying entity (item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
12. Check the appropriate box(es). Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
13. Check the appropriate box(es). Check all boxes that apply. If other, specify nature.

14. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity not just time spent in actual contact with federal officials. Identify the federal officer(s) or employee(s) contacted or the officer(s) employee(s) or Member(s) of Congress that were contacted.
15. Check whether or not a continuation sheet(s) is attached.
16. The certifying official shall sign and date the form, print his/her name title and telephone number.

Public reporting burden for this collection of information is estimated to average 30 minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503.
SF-LLL-Instructions Rev. 06-04-90«ENDIF»

END OF DOCUMENT 00466

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CONSTRUCTION CONTRACT DBE COMMITMENT

DOCUMENT 00471 – CONSTRUCTION CONTRACT DBE COMMITMENT

END OF DOCUMENT 00471

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

DBE INFORMATION - GOOD FAITH EFFORTS

DOCUMENT 00475 - DBE INFORMATION – GOOD FAITH EFFORTS

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BUY AMERICA CERTIFICATION
(Title 49 U.S.C. Section 50101)

Project name: Runway 18/36 Pavement Maintenance
Airport name: Lake Tahoe Airport
AIP number: 3-06-0249-054-2026

The Contractor certifies that its bid/offer is in compliance with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, which provide that Federal funds may not be obligated unless all iron, steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

The bidder or offeror must complete and submit the certification of compliance with FAA's Buy American Preference, BABA and Made in America laws included herein with their bid or offer. The Airport Sponsor/Owner will reject as nonresponsive any bid or offer that does not include a completed certification of compliance with FAA's Buy American Preference and BABA.

The bidder or offeror certifies that all constructions materials, defined to mean an article, material, or supply other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber; or drywall used in the project are manufactured in the U.S.

The bidder certifies it and all associated subcontractors will comply with the Buy American preferences established under Title 49 U.S.C. Section 50101 as follows:

U.S.C. Section 50101 - Buying goods produced in the United States

(a) Preference. - The Secretary of Transportation may obligate an amount that may be appropriated to carry out section 106(k), 44502(a)(2), or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107, and 48110) of this title for a project only if steel and manufactured goods used in the project are produced in the United States.

(b) Waiver. - The Secretary may waive subsection (a) of this section if the Secretary finds that -

(1) Applying subsection (a) would be inconsistent with the public interest;

(2) The steel and goods produced in the United States are not produced in a sufficient and reasonably available amount or are not of a satisfactory quality;

(3) When procuring a facility or equipment under section 44502(a)(2) or 44509, subchapter I of chapter 471 (except section 47127), or chapter 481 (except sections 48102(e), 48106, 48107,and 48110) of this title –

A. The cost of components and subcomponents produced in the United States is more than 60% of the cost of all components of the facility or equipment; and

B. Final assembly of the facility or equipment has occurred in the United States; or

(4) Including domestic material will increase the cost of the overall project by more than 25%.

(c) Labor Costs. - In this section, labor costs involved in final assembly are not included in calculating the cost of components.

* * * * * * *

Sponsors desiring a Type 2 waiver should submit their waiver request, with justification, *before* issuing a solicitation for bids or a request for proposal for a project.

The Sponsor must submit a Type 2, Type 3, or Type 4 waiver request *prior* to executing the contract. The FAA will generally not consider waiver requests after execution of the contract except where extraordinary and extenuating circumstances exist.

* * * * * *

The FAA Office of Airports maintains listings of projects and products that have received a waiver from the Buy American Preference requirements for project specific and nationwide use. Each of these conformance lists is available online at www.faa.gov/airports/aip/buy_american/. Products listed on the FAA Nationwide Buy American Conformance list do not require additional submittal of domestic content information. Nationwide waivers expire five years from the date issued, unless revoked earlier by the FAA.

CERTIFICATION OF COMPLIANCE WITH FAA BUY AMERICAN PREFERENCE – CONSTRUCTION PROJECTS
(Non-building construction projects,)

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 USC § 50101, BABA and other related Made in America Laws, U.S. statutes, guidance, and FAA policies, by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e., not both) by inserting a checkmark (✓) or the letter "X".

☑ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101, BABA and other related U.S. statutes, guidance, and policies of the FAA by:

a) Only installing iron, steel and manufactured products produced in the United States;
b) Only installing construction materials defined as: an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives that are or consist primarily of non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); lumber or drywall that have been manufactured in the United States.
c) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
d) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

a) To provide to the Airport Sponsor or the FAA evidence that documents the source and origin of the iron, steel, and/or manufactured product.
b) To faithfully comply with providing U.S. domestic products.
c) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
d) Certify that all construction materials used in the project are manufactured in the U.S.

☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

a) To the submit to the Airport Sponsor or FAA within 15 calendar days of being selected as the responsive bidder, a formal waiver request and required documentation that supports the type of waiver being requested.

b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
d) To furnish U.S. domestic product for any waiver request that the FAA rejects.
e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
f)

Required Documentation

Type 2 Waiver (Nonavailability) - The iron, steel, manufactured goods or construction materials or manufactured goods are not available in sufficient quantity or quality in the United States. The required documentation for the Nonavailability waiver is

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire
b) Record of thorough market research, consideration where appropriate of qualifying alternate items, products, or materials including;
c) A description of the market research activities and methods used to identify domestically manufactured items capable of satisfying the requirement, including the timing of the research and conclusions reached on the availability of sources.

Type 3 Waiver – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the "facility/project." The required documentation for a Type 3 waiver is:

a) Completed Content Percentage Worksheet and Final Assembly Questionnaire including;
b) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
c) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
d) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver (Unreasonable Costs) - Applying this provision for iron, steel, manufactured goods or construction materials would increase the cost of the overall project by more than 25 percent. The required documentation for this waiver is:

a) A completed Content Percentage Worksheet and Final Assembly Questionnaire from
b) At minimum two comparable equal bids and/or offers;
c) Receipt or record that demonstrates that supplier scouting called for in Executive Order 14005, indicates that no domestic source exists for the project and/or component;
d) Completed waiver applications for each comparable bid and/or offer.

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

4/30/26	
Date	Signature
American Road Maintenance	Officer
Company Name	Title

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BUY AMERICA WAIVER REQUEST

Title 49 U.S.C Section 50101 (b)

FOR AIRFIELD DEVELOPMENT PROJECTS FUNDED UNDER THE AIRPORT IMPROVEMENT PROGRAM

Instructions for Permissible Waivers

Nationwide Waivers: The FAA Office of Airports maintains listings of projects and products that have received a waiver from the Buy American Preference requirements for project specific and nationwide use. Each of these conformance lists is available online at www.faa.gov/airports/aip/buy_american/. Products listed on the FAA Nationwide Buy American Conformance list do not require additional submittal of domestic content information. Nationwide waivers expire five years from the date issued, unless revoked earlier by the FAA.

Section 50101(b)(1) & (b)(2) Waivers:
The bidder may request a waiver based upon the best interests of the public, Section 50101 (b)(1) or request a waiver based upon insufficient supply of U.S. manufactured products, Section 50101 (b)(2), however approval is rare and waivers may only be approved by the FAA Office of Airports in Washington DC.

Section 50101(b)(3) Waiver:
The bidder may request a waiver if 60% or more of the components and subcomponents in the facility or equipment are produced in the United States and final assembly occurs in the U.S. Bidder is hereby advised that the Owner's approval with the bidder's waiver request is contingent upon FAA approval.

1. "Equipment" in Section 50101 shall mean the following:
   a) Individual type "L" items (Airfield Lighting Equipment) as listed in FAA Advisory Circular 150/5345-53.
   b) Individual bid items as established within FAA Advisory Circular 150/5370-10.
   c) A waiver request may only address one specific equipment item. Submit separate requests for each equipment item for which a waiver.
   d) Items listed under the Nationwide Waiver referenced above do not require further review.
2. The bidder must base the U.S. percentage upon the value that results from completing the following Content Percentage Calculation Worksheet. The Bidder must submit the content percentage calculation worksheet as an attachment to the waiver request.
3. Components/subcomponents are the material and products composing the "equipment".
4. The final assembly of the AIP-funded "equipment" must be within the USA *(Section 50101(b)(3)(B))*. Final assembly is the substantial transformation of the components and subcomponents into the end product. Final assembly location is the location where the equipment is assembled, not the project site itself.
5. All steel used in the "Equipment" must be produced in the United States.

6. The Buy American requirements apply to all tier contractors and subcontractors. All contractors/subcontractors are required to provide appropriate documentation that indicates origin of manufacturer and percentage of domestic made product.
7. The bidder is hereby advised there is no implied or expressed guarantee that a requested waiver will be issued by the Federal Aviation Administration (FAA). Less than 60% USA component/subcomponent proposed for this facility CANNOT be waived. Products made with foreign steel are not eligible for a waiver.
8. Products and material made in Canada or Mexico must be considered as foreign made products.
9. Preparation of a Content Percentage Calculation Worksheet is not necessary for equipment listed on the FAA national listing:

http://www.faa.gov/airports/aip/buy_american/

Bidder however shall submit a listing of any equipment it proposes to install on the project that is included on the Nationwide Buy American conformance list.

10. In any calculation of Buy American percentage, the labor for the final assembly is excluded. This is because the Buy American statute is based on the cost of materials and equipment, not Labor.

Instructions for Section 50101(b)(4) Waiver:

1. The bidder may request a waiver if application of Buy America preferences results in a 25% cost increase in the overall project. This waiver is rarely applicable. Consult the Owner before making this request.

U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER 2120-0569
EXPIRATION DATE 12/31/2026

Buy American Project/Product
Content Percentage Calculation – Worksheet

Applicant Information

Date of Application:

Applicant Name:

Applicant Type (choose one):

☐ Prime Contractor ☐ Manufacturer ☐ Supplier

Point of Contact (First and Last Name):

Applicant Business Address:

Email address:

Telephone: Extension:

Project/Product Information

FAA Eligible Project:

Airport Sponsor:

Airport LOCID:

FAA Award Number:

FAA Certified Equipment Number: FAA Advisory Circular:

Total Material Cost:

Total **U.S.** Material Content Cost: Percentage: %

Total **Non-U.S.** Material Content Cost: Percentage: %

FAA Buy American Requirements and Build America Buy America Compliance

Does this project include any iron, steel, or any of the following construction materials, not 100% produced in the United States?

☐ Yes ☐ No.

If "Yes," indicate the cost and percentage of the project below.

Steel (e.g., structural steel, rebar)	Cost:		Percentage:	%
Iron	Cost:		Percentage:	%
Non-ferrous metals	Cost:		Percentage:	%
Plastic and polymer-based products	Cost:		Percentage:	%
Glass (including optic glass)	Cost:		Percentage:	%
Lumber	Cost:		Percentage:	%
Drywall	Cost:		Percentage:	%

Use of Non-Domestic Construction Materials Justification

Provide a description of your efforts to locate and secure a domestic source for those "construction materials" or final manufactured goods that are not 100% produced in the U.S., including use of the Manufacturing Extension Partnership (MEP) and market research.

– CONFIDENTIAL –

NOT SUBJECT TO DISCLOSURE UNDER EXEMPTION # 4 OF THE FREEDOM OF INFORMATION ACT

Project Material Structure Worksheet

Level (0, 1, 2)	Material Reference Number	Project Components and/or Subcomponents	Qty	Unit of Measure	Non-U.S. Material Cost per Unit of Measure	Total Non-U.S. Material Cost	Country of Non-U.S. Material	U.S. Material Cost per Unit of Measure	Total U.S. Material Cost	Total Material Cost
0			1	Total Project						

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– CONFIDENTIAL –

NOT SUBJECT TO DISCLOSURE UNDER EXEMPTION # 4 OF THE FREEDOM OF INFORMATION ACT

Certification

The undersigned certifies that this information is true and accurate to the best of their knowledge. A false certification represents a violation of 18 U.S.C § 1001 and 49 U.S.C § 47126. Signatory has the burden of proof to establish compliance.

Signature: _____ **Date:** _____

Name (Print): _____

Title: _____

Submit by Email

FOR FAA USE ONLY

(Check the appropriate Waiver Type and Scope check boxes below)

Applicable FAA Waiver Type

- ☐ Type I Public Interest (HQ Only)
- ☐ Type II Nonavailability (HQ Only)
- ☐ Type III More than 60% and Final Assembly within the U.S.
- ☐ Type IV Unreasonable Cost (Requires MEP/requires HQ coordination)
- ☐ BABA Iron, Steel, or Construction Material (requires justification) (Apply BABA Flag)

Applicable FAA Waiver Scope

- ☐ Project Specific
- ☐ Nationwide – (General Applicability) (For HQ Only)

Justifications

- ☐ Manufacturing Extension Partnership (MEP) Coordinated

FAA Official's Signature: _____

End of FAA Use Only Section

U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER 2120-0569
EXPIRATION DATE 12/31/2026

Buy American Project/Product
Content Percentage Calculation – Worksheet

Applicant Information

Date of Application:

Applicant Name:

Applicant Type (choose one):

☐ Prime Contractor ☐ Manufacturer ☐ Supplier

Point of Contact (First and Last Name):

Applicant Business Address:

Email address:

Telephone: Extension:

Project/Product Information

FAA Eligible Project:

Airport Sponsor:

Airport LOCID:

FAA Award Number:

FAA Certified Equipment Number: FAA Advisory Circular:

Total Material Cost:

Total **U.S.** Material Content Cost: Percentage: %

Total **Non-U.S.** Material Content Cost: Percentage: %

U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 6/30/2023

-- CONFIDENTIAL –
NOT SUBJECT TO DISCLOSURE UNDER EXEMPTION # 4
OF THE FREEDOM OF INFORMATION ACT

Buy American Preferences – Final Assembly Questionnaire

To assist the Federal Aviation Administration (FAA) in making the determination of whether final assembly of the product occurs in the United States, please complete and submit this questionnaire when requesting a Buy American Waiver under 49 USC § 50101(b)(3)(A).

Company Name: Date:

FAA Eligible Item: FAA Item Number (if applicable):

Address of Final Assembly Location:

1. Provide a description of the assembly process occurring at the specified final location in the United States.
   a. Describe the final assembly process and its various operations.
   b. How long does the final assembly process take to complete?
2. Provide a description of the resources used to conduct the assembly of the product at the specified location in the United States.
   a. How many employees are involved in the final assembly process and what is the general skill level of those employees?
   b. What type of equipment is used during the final assembly process?
   c. What is a rough estimate of the associated cost to conduct final assembly of the product at the specified location in the United States?

The undersigned certifies that this information is true and accurate to the best of their knowledge. A false certification represents a violation of 18 U.S.C § 1001 and 49 U.S.C § 47126. Signatory has the burden of proof to establish compliance.

Signature: _____

Name:

Submit by Email

FAA Form 5100-137 (8/20) SUPERSEDES PREVIOUS EDITION

BUY AMERICA CONFORMANCE LISTING

Title 49 U.S.C Section 50101 (b)

FOR AIRFIELD DEVELOPMENT PROJECTS FUNDED UNDER THE AIRPORT IMPROVEMENT PROGRAM

- Preparation of a Component Cost Calculation Table is not necessary for equipment listed on the FAA national listing: http://www.faa.gov/airports/aip/buy_american/

- Bidder shall submit a listing of equipment it proposes to install on the project that is included on the current National Buy American conformance list.

Equipment Type	Name of Manufacturer	Product Number

Certification Signature:

Bidder hereby certifies that the above listed equipment, which we propose for installation on the subject project, is on the current National Buy America Conformance list as established at: http://www.faa.gov/airports/aip/buy_american/

I hereby certify the above information is accurate and complete.

American Road Maintenance
Bidder's Firm Name

4/30/26
Date

Signature

CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

Certifications

1) The applicant represents that it is ( ) is not (✓) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

2) The applicant represents that it is ( ) is not (✓) is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

Note

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

Term Definitions

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

ACKNOWLEDGMENT OF CITY CODE

DOCUMENT 00640 – ACKNOWLEDGMENT OF CITY CODE

Contractor represents and warrants that it has reviewed all aspects of the South Lake Tahoe City Code which may be applicable to the Project.

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that I have reviewed the South Lake Tahoe City Code, and that Bidder will comply with all aspects of the South Lake Tahoe City Code as may be applicable to the Project.

Date: 4/30/26 Bidder's Signature: _____

Bidder's Name and Title (Print): Kyle Paulson / Officer

END OF DOCUMENT 00640

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CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

WARRANTY/GUARANTEE FORM

DOCUMENT 00635 - WARRANTY/GUARANTEE FORM

In accordance with the Contract Documents, including without limitation, Section 6.2 of the Special Provisions, Contractor must sign and submit to City the following Guarantee in the form shown below:

American Road Maintenance _____ [Contractor's Name]
hereby unconditionally Guarantees that the project commonly known as Runway 18/36 Pavement Maintenance [the "Work"] has been completed in accordance with the requirements of the Contract Documents and further Guarantees the Work to be free of defects in workmanship, equipment and materials and to remain free of such defects for a period of one (1) year from the date of acceptance of the Work by the City Council of the City of Lake Tahoe, or through its designee, unless a longer/shorter period(s) is called for by the Contract Documents. The Contractor hereby agrees to repair or replace any and all components of the Work, together with any adjacent work that may have been damaged or displaced in so doing, that may *prove* to be not in accordance with the requirements of the Contract Documents or that may be defective in its workmanship or materials within the period specified, without any expense whatsoever to City, ordinary wear and tear and unusual abuse and neglect excepted. The Contractor has provided Contract Bonds that will remain in full force and effect during the Guarantee period.

The Contractor further agrees that within three (3) calendar days after being notified in writing of any Work not in accordance with the requirements of the Contract Documents or any defects in the Work, it will commence and prosecute with due diligence all work necessary to fulfill the terms of this Guarantee, and to complete the Work within a reasonable period of time. In the event Contractor fails to so comply, Contractor does hereby authorize City to proceed to have such Work done at the Contractor's expense and Contractor will pay the cost thereof upon demand. City will be entitled to all costs, including reasonable attorneys' fees, necessarily incurred upon the Contractor's refusal to pay the above costs.

Notwithstanding the foregoing paragraph, in the event of an Emergency constituting an immediate hazard to the public health or safety or the health or safety of City's employees, City may undertake at the Contractor's expense without prior notice, all work necessary to correct such hazardous condition when it was caused by the Work of the Contractor not being in accordance with the requirements of the Contract Documents, or being defective, and to charge the same to the Contractor as specified in the preceding paragraph.

The Guarantee set forth herein is not intended by the parties, nor shall it be construed, as in any way limiting or reducing City's rights to enforce all terms of the Contract Documents referenced hereinabove or the time for enforcement thereof. This Guarantee is provided in addition to, and not in lieu of, City's rights on such Contract.

In accordance with the Special Provisions of the Contract Documents for the Project, Contractor shall timely procure and submit to the City a Maintenance/Warranty Bond(s), issued by an admitted surety acceptable to the City, to secure all maintenance and warranty obligations as may be required under the Contract Documents. Said Maintenance/Warranty Bond(s) shall be in an amount and form as required by, and as acceptable to, the City.

The one-year Warranty/Guarantee period set forth herein does not in any way limit or waive the City's rights to pursue legal action for latent construction defects, in accordance with California Code of Civil Procedure §337.15, nor for patent construction defects in accordance with California Code of Civil Procedure §337.1.

By executing this document, below, Bidder certifies that it has reviewed the content of the Warranty/Guarantee Form, and that it will execute and issue the foregoing Warranty/Guarantee Form as a condition to the acceptance of the Work in accordance with the Contract Documents, including without limitation, Section 6.2 of the Special Provisions.

CONTRACTOR'S SIGNATURE:

Signature

Kyle Paulson

Name

Officer

Title

4/30/26

Date

END OF DOCUMENT 00635

AIRFIELD JOBS COMPLETED IN THE LAST THREE YEARS

Airport	Job Total	Airport	Job Total	Airport	Job Total
Afton-Lincoln Airport	$154,974.95	Gallup Municipal Airport	$465,062.50	Pinal Airpark	$297,310.25
Alliance Municipal Airport	$847,190.25	Goodyear Airport	$257,600.00	Portales Municipal Airport	$136,450.00
Alpina Regional Airport	$506,807.75	Granby-Grand County Airport	$301,868.00	Powell Municipal Airport	$121,791.00
Angel Fire Airport	$215,550.00	Grand Canyon National Airport	$257,560.75	Prescott Airport	$157,362.50
Aspen/Pitkin County Airport	$91,078.00	Grand Canyon West Airport	$877,724.15	Ralph Wenz Field	$392,376.75
Avi Suquilla Airport	$324,401.68	Monterey Airport	$553,666.75	Red Bluff Municipal Airport	$209,838.00
Bakersfield (Meadows Field)	$1,009,252.45	Grants-Milan Municipal Airport	$231,102.50	Reid-Hillview Airport	$644,225.59
Belen Airport	$86,267.50	Great Bend Municipal Airport	$535,836.00	Reno-Stead Airport	$508,625.00
Bell Helicopter Practice Airfield	$238,035.00	Greenlee County Airport	$166,772.75	Rifle Garfield County Airport	$508,133.64
Bisbee-Douglas Municipal Airport	$234,432.90	Guymon Municipal Airport	$90,000.00	Rominger Airport	$49,880.50
Bisbee Municipal Airport	$700,196.50	H. A. Clark Memorial Field	$336,340.50	San Angelo Airport	$1,058,728.75
Bishop Airport	$727,147.75	Hillsboro Airport	$945,510.00	San Manuel Airport	$98,029.01
Boise Airport (C)	$1,159,940.50	Hopkins Field Airport	$177,775.00	Santa Barbara Airport	$121,024.00
Bozeman Yellowstone Intl Airport	$502,519.85	Hot Springs County Airport	$145,883.35	Santa Fe Airport	$373,671.00
Buckeye Municipal Airport	$385,309.90	Hunt Field Airport	$118,400.40	Santa Ynez Airport	$385,500.00
Bullhead City Airport	$582,938.95	Jackson Hole	$1,187,835.25	Faulkton Municipal	$43,020.00
Cabaniss Airfield	$355,832.00	John Wayne Airport (C)	$127,529.75	Flandreau Municipal Airport	$53,985.00
Cal Black Memorial Airport	$141,100.00	Kemmerer Airport	$177,969.75	Harding County Airport	$99,545.00
Cando Municipal Airport	$318,616.50	Kestral Airpark	$111,250.00	Hot Springs Municipal Airport	$603,510.00
Carmi Municipal Airport	$21,922.80	Kingman Airport	$418,638.40	Hoven Municipal	$92,140.00
Carrizozo Municipal Airport	$244,400.00	Kirtland Air Force Base	$322,831.68	Lemmon Municipal Airport	$140,345.00
Casa Grande Municipal Airport	$233,048.60	LaGrange Airport	$153,004.30	Mitchell Regional Airport	$241,350.00
Centennial Airport	$807,692.85	Lake Havasu City Airport	$75,000.00	Mobridge Municipal Airport	$151,020.00
Central Wyoming Regional Airport	$437,111.50	Lancaster Regional Airport	$58,776.75	Sturgis Municipal Airport	$115,400.00
Chandler Municipal Airport	$560,022.45	Las Cruces Airport	$397,266.25	Wessington Springs Airport	$70,915.00
Clovis Regional Airport	$363,699.20	Las Vegas NM Airport	$346,950.00	Sheridan County Airport	$661,185.00
Cochise Aviation College	$219,657.00	Laurel Airport	$324,770.75	Show Low Regional Airport	$158,190.00
Coles County Memorial Airport	$368,262.95	Leadville-Lake County Airport	$291,941.75	Sierra Blanca Regional Airport	$467,964.50
Colorado City Airport	$252,768.30	Libby Army Airfield	$140,934.00	Silver Springs Airport	$305,525.50
Coolidge Municipal Airport	$700,489.75	Limon Municipal Airport	$685,259.00	Sonoma County Airport	$216,121.00
County Memorial Airport	$211,041.50	MCB Camp Lejeune	$365,000.00	South Big Horn Airport	$215,365.65
Davis Monthan AFB	$341,016.40	McElroy Field	$182,408.00	Southwest WY Regional Airport	$849,440.15
DeKalb Taylor Municipal Airport	$25,614.00	Meadow Lake Airport	$216,093.56	Springerville Municipal Airport	$219,789.40
Del Rio International Airport	$1,650,121.25	Mercer County Regional Airport	$583,282.00	St Johns Industrial Airpark	$219,431.40
Dona Ana County Jetport	$591,026.10	Midland Intl Air & Space Port	$93,650.00	Stockton Metro Airport	$1,010,410.00
Double Eagle II Airport	$560,980.20	Miley Airport	$181,544.50	Telluride Regional Airport	$437,009.50
Drayton Municipal Airport	$245,854.00	Millard Airport	$231,060.50	Tuba City Airport	$187,386.50
Dubois Municipal Airport	$114,120.00	Mojave Air & Space Port	$75,000.00	Tucumcari Municipal Airport	$166,750.00
El Paso Airport	$337,521.25	Moriarty Municipal Airport	$366,318.00	Ukiah Municipal Airport	$104,490.15
Ely Airport	$43,174.00	Murray Field	$684,850.00	Vaughn Municipal Airport	$264,287.50
Eric Marcus Municipal Airport	$57,800.00	Nampa Municipal Airport	$36,334.25	Washington County Airport	$50,000.00
Evanston-Uinta County Airport	$395,319.20	Naval Outlying Field Goliad	$108,890.00	Waterloo Regional Airport	$586,169.83
Falcon Field Airport	$772,793.70	New Century Air Center	$335,280.00	White Sands MR	$208,500.00
Flagstaff Airport	$1,125,874.75	North Big Horn Airport	$41,154.00	Wickenburg Airport	$328,021.60
Flora Municipal Airport	$369,686.00	North Platte Regional Airport	$241,379.75	Winslow-Lindberg Airfield	$280,555.75
Fort Bridger Airport	$144,313.50	Ontario Municipal Airport	$36,585.55	Worland Municipal Airport	$214,288.50
Fredricktown Airport	$227,799.00	Page Municipal Airport	$102,160.00	Yellowstone Regional Airport	$577,081.95
FT Cavazos	$638,726.28	Payson Airport	$35,209.00		

KEY PERSONNEL EXPERIENCE

Joe Coghill | Owner

- 20 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Supervises contracts, the bid process and scheduling of crews

Kyle Paulson | Officer

- 15 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Estimator and contract administrator

Dan Mueller | Project Manager

- 15 plus years of experience in asphalt maintenance specializing in airfield pavements
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Certified friction tester
- Supervises all projects and the coordination of personnel

Max Rasmussen | Foreman

- 15 plus years of experience in construction as a CDL driver and equipment operator
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Works on site as a crew leader and liaison for the engineers and management

Derek Hyatt | Asphalt Distributor Driver

- 15 plus years of experience in construction as a CDL driver and equipment operator
- Proficient in the processes of seal coating, crack sealing, joint sealing, paint and rubber removal, pavement markings and layout, and friction testing to meet all FAA requirements
- Specializes in the application of the P-608 and P-608R process on airfields

Mario Alfaro | Airfield Marking Foreman

- 25 plus years in pavement markings
- Specializes in the layout and placement of pavement marking on airfields
- Assures all striping of the project meets the requirements and specifications of the owner and engineer

LIST OF AVAILABLE EQUIPMENT

QTY	DESCRIPTION
9	Ram 2500 Utility Trucks
4	Ram 3500 Flatbed Utility Trucks
4	Bearcat Asphalt Distributors with Sand Applicators
1	Etneyre Asphalt Distributor with Sand Applicator
3	Friction Testers
2	Water Blasting Paint Removal Trucks
9	Graco Ride On Striping Machines
2	Truck Mounted Tac Pot Kettles
8	Crafco Crack Seal Routers
4	Crafco Crack Seal Kettles
1	Mastic Machine
1	Vacuum Sweeper
4	Billy Goat Blowers
4	Transport Tankers
4	Forklifts
2	Air Compressors
4	Scarifiers

PRIOR PROJECT REFERENCES

Brandon Robinson, P.E.	
Company	Kimley-Horn
Address	1001 W. Southern Ave Suite 131, Mesa, AZ 85210
Phone	602.906.1185
Email	brandon.robinson@kimley-horn.com

Tim Archibeque, P.E.	
Company	Armstrong Consultants
Address	2201 Buena Vista Dr Southeast, Albuquerque, NM 87106
Phone	505.702.0027
Email	tarchibeque@armstrongconsultants.com

Christopher Flournoy, E.I.T.	
Company	JUB Engineers – Aviation Services Group
Phone	208.376.7330
Email	cflournoy@jub.com

** Additional references available upon request **

ASPHALT SYSTEMS INC.
ADVANCED PRESERVATION MATERIALS

Re: P-608 Emulsified Asphalt Seal Coat

To Whom It May Concern,

Per the requirements stated in P-608.5.2 Contractor Qualifications, American Road Maintenance exceeds the specified qualifications.

Respectfully Submitted,

John

John Hunter
Asphalt Systems Inc.



BIDDING POWER OF ATTORNEY

Know all men by these presents: American Road Maintenance, Inc doing business as a Corporation under the laws of the State of Illinois have a principal place of business at 4554 E Eco Industrial Pl, AZ 85756, hereby constitutes and appoints Kyle Paulson to act for and on its behalf as a true and lawful agent and attorney of the grantor and in the name, place and stead of said grantor, from this date, in the United States either in writing, electronically, or by other authorized means, to:

Endorse or sign documents required in connection with the bidding and or securing bids for said grantor;

Perform any act on condition, which may be required in connection with such bids;

Sign or swear to any document and to perform any act that may be necessary in connection with the preparation and submittal of such bids;

Giving to said agent the attorney full power and authority to do whatever is necessary to be done as fully as said grantor could do if present and acting. hereby confirming all that the said agent and attorney shall lawfully do by virtue of these presents'

This power of attorney to remain full force and effect until revocation in writing is duly given to and received by grantee.

Appointment as Officer/Estimator: Grantor authorizes the above grantee to act as lawful agent and sign or endorse documents pertaining to the bidding for work for the Grantor.

IN WITNESS WHEROF, the said American Road Maintenance, Inc caused these presents to be sealed and signed:

J Coghill 2-11-18

Joe Coghill, President of American Road Maintenance, Inc — Date

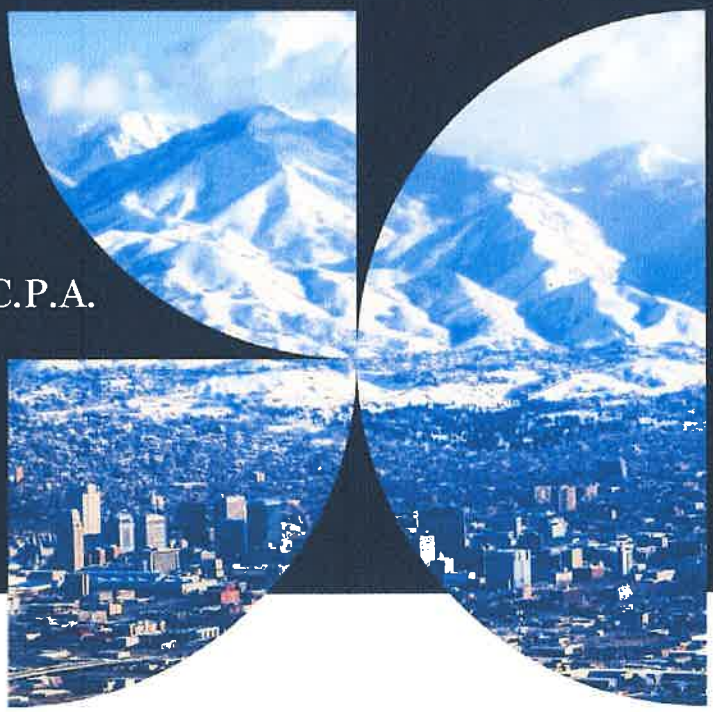
Witness: _____

AMERICAN ROAD MEINTENANCE, INC.

Financial Statements and Supplementary Information

For The Year Ended December 31, 2025

Platform CPAs, LLP
6510 Millrock Dr #275
Holladay, UT 84121
Engagement Leader: Paul Dustman, C.P.A.
FEIN: 88-4342576



Platform
Certified Public Accountants

AVAILABLE UPON REQUEST

Exhibit B

Escrow Bid Documentation Certification

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

BID DOCUMENTATION CERTIFICATION

DOCUMENT 00650 – BID DOCUMENTATION CERTIFICATION

The undersigned hereby certifies, under penalty of perjury, that the bid documentation accompanying this certification constitutes all of the information used in the preparation of the bid submitted on behalf of Bidder, as required to be submitted to the City in accordance with Section 2.3 of the Special Provisions ("Escrow of Bid Documents"). The undersigned further certifies that he/she has personally examined the contents of the bid documentation accompanying this certification, and that the same is complete and satisfies the requirements of Section 2.3 of the Special Provisions ("Escrow of Bid Documents"). **Failure of Bidder to submit an executed Bid Documentation Certification and Bid Escrow Documents within three (3) business days after bid opening will result in a non-responsive bid.**

By my signature which is placed below on behalf of the named Bidder, I certify, under penalty of perjury under the laws of the State of California, that the foregoing is true and correct.

Date: 4/30/26

Bidder's Signature: _____

Bidder's Name and Title Kyle Paulson / Officer

INDEX OF BID ESCROW DOCUMENTS

[Note: Use additional sheets if necessary.]

_____

_____

_____

_____

_____

_____

_____

_____

END OF DOCUMENT 00650

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Exhibit C

Insurance Certificates and Endorsements

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 08/04/2026

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 have ADDITIONAL INSURED provisions or 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	CONTACT NAME: Dylan Scott	
Scott Risk Insurance Services, LLC 2 Ritz Carlton Drive Suite 204 Dana Point CA 92629	PHONE (A/C, No, Ext): (949) 503-1953	FAX (A/C, No):
	E-MAIL ADDRESS: dylan@scottriskgroup.com	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
American Road Maintenance, Inc 4554 E Eco Industrial Pl Tucson AZ 85756	INSURER A : Landmark American Insurance Company	33138
	INSURER B : United States Fire Insurance Company	21113
	INSURER C : Crum & Forster Indemnity Company	31348
	INSURER D : AXIS Surplus Insurance Company	26620
	INSURER E : Landmark American Insurance Company	33138
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** ARM - COI - 26-27 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

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 [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:	Y	Y	LHA115669	03/31/2026	03/31/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 50,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY [X] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY	Y	Y	506-940926-4	03/31/2026	03/31/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
D	[ ] UMBRELLA LIAB [X] OCCUR [X] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [ ] RETENTION $	Y	Y	P-001-003628506-03	03/31/2026	03/31/2027	EACH OCCURRENCE AGGREGATE 	$ 2,000,000 $ 2,000,000 $
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	408-755808-9	03/31/2026	03/31/2027	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
E	EXCESS LIABILITY ($3M X $2M)			LHA612092	03/31/2026	03/31/2027	Limit: In Excess Of:	$3,000,000 $2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The certificate holder is included as an Additional Insured as required by a written contract or agreement on the General Liability, Auto Liability, and Umbrella. Coverage is Primary & Non-Contributory when required by a written contract or agreement with the named insured. Blanket Waiver-of-Subrogation is granted in favor of the Additional Insured with respect to the General Liability, Auto Liability, and Workers' Compensation when required by written contract or agreement. Thirty (30) days' notice of cancellation with ten (10) days' notice for non-payment of premium is provided to the certificate holder.

CERTIFICATE HOLDER

City of South Lake Tahoe
1740 D Street
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



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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
ANY PERSON(S) OR ORGANIZATION(S) REQUIRED BY WRITTEN CONTRACT OR AGREEMENT AND AS PER PARAGRAPHS A. AND B. BELOW	
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and

2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

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B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

© ISO Properties, Inc., 2004

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
ANY PERSON(S) OR ORGANIZATION(S) REQUIRED BY WRITTEN CONTRACT OR AGREEMENT AND AS PER PARAGRAPHS A., B., AND C. BELOW	
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or

2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and

2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or

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2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

(1) The additional insured is a Named Insured under such other insurance; and

(2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

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This Endorsement Changes The Policy. Please Read It Carefully.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE FORM
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE FORM

SCHEDULE

Name of Person or Organization:

Any Person or Organization As Required By Written Contract

The following is added to **SECTION IV – CONDITIONS**, **8. TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US**:

We waive any right of recovery we may have against the person or organization shown in the SCHEDULE above because of payment we make for injury or damage arising out of your ongoing operations, “your product” or “your work” done under a written contract with that person or organization and included in the “product-completed operations hazard”. This waiver applies only to the person or organization shown in the SCHEDULE above.

This endorsement effective 3/31/2026
forms part of Policy Number LHA115669
issued to AMERICAN ROAD MAINTENANCE, INC.
by Landmark American Insurance Company

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTOMOBILE BROAD FORM ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

SCHEDULE

1. Broadened Insured Status
2. Blanket Additional Insured When Required Under Written Contract
3. Employee Hired Autos Liability Coverage
4. Employees As Insureds
5. Coverage Extensions – Supplementary Payments
6. Limited Fellow Employee Coverage
7. Limited Hired Auto - Physical Damage Coverage – Private Passenger (Includes Employee Hired Autos Physical Damage Coverage)
8. Custom Signs And Decoration
9. Extended Towing Coverage
10. Glass Breakage
11. Reimbursement For Increased Temporary Transportation Expense For Private Passenger And Commercial Vehicles
12. Extra Expense – Stolen Vehicles
13. Personal Effects Coverage
14. Audio, Visual, And Data Electronic Equipment
15. Loan/Lease Payoff Coverage
16. Airbag Coverage
17. Multiple Deductible Protection – Covered “Auto” And Trailer
18. Duties In The Event Of An Accident, Claim, Suit, Or Loss
19. Non-Owned Auto Waiver Of Subrogation
20. Blanket Waiver Of Subrogation When Required Under Written Contract
21. Coverage Territory – Short Term Hired Commercial “Autos”
22. Limited Mexico Coverage
23. Unintentional Failure To Disclose Hazards
24. Mental Anguish Resulting From “Bodily Injury”
25. Waiver Of Sovereign Immunity
26. Application Of This Endorsement

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1. Broadened Insured Status

SECTION **II** – COVERED AUTOS LIABILITY COVERAGE, Paragraph **A.** Coverage, Subparagraph **1**. Who Is An Insured is amended to include as an insured:

A. Any subsidiary which is a legally incorporated entity of which you own a financial interest of more than 50% of the voting stock on the effective date of this Coverage Form, while using with your permission a covered “auto.”

However, the insurance afforded by this provision **1.A.** does not apply to any subsidiary that is an insured under any other automobile liability policy, or would be an insured under such policy but for the termination of such policy or the exhaustion of such policy's limits of insurance.

B. Any organization you newly acquire or form, and over which you maintain majority interest, while using with your permission a covered “auto”.

The insurance afforded by this provision **1.B.**:

1. Is effective on the acquisition or formation date, and is afforded only until the end of the policy period of this Coverage Form, or the next anniversary of its inception date, whichever is earlier.
2. Does not apply to "bodily injury" or "property damage" resulting from an "accident" that occurred before you acquired or formed the organization.
3. Does not include any newly acquired or formed organization that is:
   a. A joint venture or partnership; or
   b. An insured under any other automobile liability policy, or would be an insured under such policy but for the termination of such policy or the exhaustion of such policy's limits of insurance.

2. Blanket Additional Insured When Required Under Written Contract

Paragraph **A.1.** Who Is An Insured under SECTION **II** – COVERED AUTOS LIABILITY COVERAGE is amended to add:

d. Any person, organization or governmental entity with respect to the operation, maintenance, or use of a covered "auto" if you are required to add such person, organization or governmental entity to this policy as an additional “insured” in order to comply with the terms of a written contract or written agreement. This Additional Insured status is not conferred when such written contract or written agreement:

(1) Involves the owner or anyone else from whom you hire or borrow a covered "auto" unless it is a "trailer" connected to a covered "auto" you own; or

(2) Is executed after the date of “accident” or “loss”;

Paragraph d.(2) above does not apply if:

(a) the terms and conditions of the written contract or written agreement had been agreed upon prior to the "accident" or "loss"; and

(b) you can definitively establish that the terms and conditions of the written contract or written agreement ultimately executed are the same as those which had been agreed upon prior to the "accident" or "loss".

Paragraph **a.** of Condition **5.** Other Insurance of Part **B**. General Conditions under Section **IV** – Business Auto Conditions is amended by the addition of the following:

Regardless of whether other insurance is maintained by an additional insured on a primary basis, the coverage provided by Provision **2.** of the Commercial Auto Broad Form Endorsement will be primary to and noncontributing with other insurance maintained by the additional insured if the written contract or written agreement between

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you and the additional insured specifically requires that this insurance be primary.

3. Employee Hired Autos Liability Coverage

The following is added to the Who Is An Insured Provision of SECTION II – COVERED AUTOS LIABILITY COVERAGE:

An "employee" of yours is an "insured" while operating an "auto" hired or rented under a written contract or written agreement in that "employee's" name, with your permission, while performing duties related to the conduct of your business.

4. Employees As Insureds

The following is added to the Section **II** – COVERED AUTOS LIABILITY COVERAGE, Paragraph **A.1.** Who Is An Insured Provision:

Any "employee" of yours while using with your permission a covered "auto" you don't own, hire or borrow if such “auto” is being used in your business or your personal affairs.

5. Coverage Extensions - Supplementary Payments

Paragraphs **a.(2)** and **a.(4)** under SECTION **II** – COVERED AUTOS LIABILITY COVERAGE, Paragraph **2.a.** Supplementary Payments are revised as follows:

1. In **a.(2)**, the limit for the cost of bail bonds is increased to $5,000; and
2. In **a.(4)**, the limit for the actual loss of earnings is increased to $1,000 per day.

6. Limited Fellow Employee Coverage

The following is added to Subparagraph **5.** Fellow Employee under Paragraph **B.** Exclusions in SECTION **II** – COVERED AUTOS LIABILITY COVERAGE:

But this exclusion does not apply if:

a. the "bodily injury" results from the use of a covered "auto" you own or hire, and

b. you have Workers Compensation insurance in force covering all of your “employees.”

Such coverage as is afforded by this provision is excess over any other collectible insurance.

7. Limited Hired Auto - Physical Damage Coverage - Private Passenger (Includes Employee Hired Autos Physical Damage Coverage)

The following is added to Subparagraph **1.** under Paragraph **A.** Coverage under SECTION **III** – PHYSICAL DAMAGE COVERAGE:

d. Limited Hired Auto – Physical Damage – Private Passenger

If hired “autos” are covered “autos” for Covered Autos Liability Coverage, and if Physical Damage Coverage of Comprehensive or Collision is provided under this Coverage Form for any “auto” you own, then Comprehensive and Collision Physical Damage Coverages as provided under SECTION **III** – PHYSICAL DAMAGE COVERAGE of this Coverage Part are extended to “autos” of the private passenger type you or your employee hires under a written contract or written agreement without a driver, at your direction, for the purpose of conducting your business, subject to the following:

(1) The most we will pay for “loss” to any hired “auto” is $35,000 or the actual cash value or cost to repair or replace, whichever is the least, minus a deductible.

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(2) The deductible will be equal to the largest deductible applicable to any owned “auto” of the private passenger type for that coverage, or $1,000, whichever is less.

(3) Limited Hired Auto – Physical Damage – Private Passenger coverage is excess over any other collectible insurance.

(4) Subject to the above limit, deductible, and excess provisions we will provide coverage equal to the broadest coverage applicable to any covered “auto” you own of the private passenger type insured under this policy.

Coverage includes loss of use of that hired auto, provided it results from an “accident” for which you are legally liable and as a result of which a monetary loss is sustained by the leasing or rental concern. The most we will pay for any one “accident” is $20 per day subject to a maximum of $1,000.

If a limit for Hired Auto – Physical Damage is shown in the Schedule, then that limit replaces, and is not added to, the $35,000 limit indicated above.

This extension of coverage does not apply to any “auto” you hire 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.

8. Custom Signs And Decoration

The following is added to Paragraph **A.** Coverage **1.** under SECTION **III** – PHYSICAL DAMAGE COVERAGE:

In the event of a total loss to an “auto” insured for auto physical damage coverage on this policy, in addition to the actual cash value of the ”auto”, we will pay the actual cost to repair or replace signage or custom paint details up to $5,000.

9. Extended Towing Coverage

If the named insured carries Comprehensive and Collision Coverage for the damaged covered commercial “auto”, then this coverage extension **9.** applies to that covered “auto.” If the damaged covered “auto” is of the private passenger type, then in addition to Comprehensive and Collision Coverage, the damaged covered “auto” must also carry Towing Coverage in order for this coverage extension **9.** to apply.

The following is added to Paragraph **A.2.** Towing under SECTION **III** – PHYSICAL DAMAGE COVERAGE:

We will pay for towing and associated labor costs each time a covered "auto" is disabled. All labor must be performed at the place of disablement. If the "auto" is of the private passenger type, there will be no deductible. If the "auto" is not a private passenger type, a $250 deductible will apply to this coverage but it will not reduce the available limit of insurance. For all types of "autos", the most we will pay under this coverage is $1,000 per disablement. "Autos" which are disabled do not include stolen vehicles.

10. Glass Breakage

If you carry Comprehensive Coverage for the damaged covered “auto”, then this coverage extension applies to that covered “auto”:

The following is added to Paragraph **A.3.** Glass Breakage - Hitting A Bird Or Animal – Falling Objects Or Missiles under SECTION **III** – PHYSICAL DAMAGE COVERAGE:

Any deductible shown in the Declarations will not apply to glass breakage if such glass is repaired, in a manner acceptable to us, rather than replaced. If the glass must be replaced and there is no other damage associated with the "loss", the deductible will be $100 unless

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a lower deductible is shown on the declarations page for this coverage.

11. Reimbursement For Increased Temporary Transportation Expense For Private Passenger And Commercial Vehicles

A. If The Covered "Auto" Has Comprehensive Or Specified Causes Of Loss Physical Damage Coverage:

Paragraph **a.** Transportation Expenses under SECTION **III** – PHYSICAL DAMAGE COVERAGE, **A.** Coverage, **4.** Coverage Extensions is replaced by the following:

If your covered "auto" is damaged or stolen and the damage or theft is covered by Comprehensive or Specified Causes of Loss coverage provided by this policy, we will pay up to $50 per day subject to a maximum limit of $1,500 for the necessary and actual temporary transportation expenses (including rental reimbursement) incurred by you during the period beginning 24 hours after the theft or damage and ending, regardless of the policy's expiration,

a. when the covered "auto" is returned to use or we pay for its "loss" in the event of a total theft of the covered "auto", or

b. when the covered "auto" is repaired or replaced, or we pay for its "loss", whichever is earlier in the event of a "loss" due to a cause other than the total theft of the covered "auto."

Except with respect to losses pertaining to the total theft of covered "autos" of the private passenger type, this coverage does not apply while there are spare or reserve "autos" available to you.

No deductible applies to this coverage.

B. If The Covered "Auto" Has Collision Physical Damage Coverage:

If your covered "auto" is damaged and the damage is covered by Collision coverage provided by this policy, we will pay up to $50 per day subject to a maximum limit of $1,500 for necessary and actual temporary transportation expenses (including rental reimbursement) incurred by you during the period beginning 24 hours after the "loss" and ending, regardless of the policy's expiration, when the covered "auto" is repaired or replaced, or we pay for its "loss", whichever is earlier.

This coverage does not apply while there are spare or reserve "autos" available to you.

No deductible applies to this coverage.

12. Extra Expense - Stolen Vehicles

The following is added under Paragraph **A.4.a.** Coverage Extensions of SECTION **III** - PHYSICAL DAMAGE COVERAGE:

We will pay for all reasonable and necessary expenses to return a stolen covered "auto" to the named insured if such covered "auto" carries Comprehensive coverage.

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13. Personal Effects Coverage

Paragraph **A.** Coverage under SECTION **III** – PHYSICAL DAMAGE COVERAGE is amended to add the following coverage:

Personal Effects Coverage

1. We will pay for “loss” to personal property or effects which are owned by an insured and in or on your covered “auto” at the time of “loss” in the event of a total theft of that covered “auto.”
2. Subject to Paragraph **C.** Limit Of Insurance under SECTION **III** – PHYSICAL DAMAGE COVERAGE, we will pay up to $500 for “loss” of personal property or effects in any one “accident” involving total theft of a covered “auto”.

This insurance will not apply if, at the time of “loss", the covered “auto” is unattended, unless the "loss" is the result of forced entry into the covered “auto” while all doors, windows or other openings are closed and locked and there is evidence of forced entry.

Under this extension, we will not pay for "loss" to the following: accounts, bills, currency, deeds, evidences of debt, money, notes or securities; electronic equipment or tapes, records, discs or other similar audio, visual or data electronic devices designed for use with audio, visual or data electronic equipment; jewelry, watches, necklaces, bracelets, gems, gold, platinum, silver, furs; animals, birds, or fish or any motorized vehicle.

This coverage will be excess over any other collectable insurance. No deductible applies to this coverage.

14. Audio, Visual, And Data Electronic Equipment

The sub-limit in Paragraph **C.2.** of the Limit of Insurance Provision of SECTION **III**-PHYSICAL DAMAGE COVERAGE is increased to $1,500.

15. Loan/Lease Payoff Coverage

The following is added to Limit of Insurance of SECTION **III** - PHYSICAL DAMAGE COVERAGE:

In the event of a total “loss" to a covered "auto" shown in the schedule or declarations for which Collision and Comprehensive Coverage apply, we will pay any unpaid amount due on the lease or loan for that covered “auto,” less;

1. The amount paid under the Physical Damage Coverage Section of the policy, and
2. Any;
   a. Overdue lease/loan payments at the time of the “loss”;
   b. Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage:
   c. Security deposits not returned by the lessor;
   d. Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and
   e. Carry-over balances from previous loans or leases.

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This coverage is limited to a maximum of $1,500 for each covered “auto”.

16. Airbag Coverage

If the named “insured” carries Comprehensive and Collision Coverage for the damaged covered “auto”, then this coverage extension **16.** applies to that covered “auto”.

The following is added to Subparagraph **3.a.** under Paragraph **B.** Exclusions in SECTION **III** - PHYSICAL DAMAGE COVERAGE:

The accidental discharge of an airbag shall not be considered mechanical or electrical breakdown and therefore shall not be excluded. This provision does not apply to "autos" you hire with a driver and it is excess over any warranty specifically designed to provide this coverage.

17. Multiple Deductible Protection – Covered “Auto” And Trailer

If you carry Comprehensive and Collision coverages for the damaged covered “autos”, then this coverage extension **17**. applies to those covered “autos”:

The following is added to Paragraph **D.** Deductible under SECTION **III** - PHYSICAL DAMAGE COVERAGE:
Whenever a covered “auto” and trailer are each damaged in the same “loss" while operating as a combined truck and trailer unit, only one deductible shall apply to the “accident”. The larger of the two deductibles shall apply.

If another policy or coverage form issued by us, that is not an automobile policy or coverage form, applies to the same "loss" or "accident", the following applies:

1. If the deductible under this Business Auto Coverage Form is not the largest deductible, it will be waived.
2. If the deductible under this Business Auto Coverage Form is the largest deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

18. Duties In The Event Of An Accident, Claim, Suit, Or Loss

A. Subparagraph **2.a.** under Paragraph **A.** Loss Conditions in SECTION **IV** – BUSINESS AUTO CONDITIONS is amended so that your obligations relative to notification requirements apply only when the "accident" or "loss" is known to:

   1. You, if you are an individual;
   2. A partner, if you are a partnership;
   3. A member, if you are a joint venture;
   4. An executive officer, insurance manager or any other person designated by you to send notices of “accidents” or “loss” to insurers, if you are a corporation; or
   5. A member, if you are a limited liability company.

B. Subparagraph **2.b.(2)** under Paragraph **A.** Loss Conditions in SECTION **IV** – BUSINESS AUTO CONDITIONS is amended so that your obligations relative to providing us with documents concerning a claim or "suit" will not be considered breached unless the breach occurs after such claim or "suit" is known to:

   1. You, if you are an individual;
   2. A partner, if you are a partnership;
   3. A member, if you are a joint venture;
   4. An executive officer, insurance manager or any other person designated by you to send notices of claims or “suits” to insurers, if you are a corporation; or

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5. A member, if you are a limited liability company.

19. Non-Owned Auto Waiver Of Subrogation

The following is added to Subparagraph **5.** Transfer Of Rights Of Recovery Against Others To Us, under Paragraph **A.** Loss Conditions in SECTION **IV** – BUSINESS AUTO CONDITIONS:

We hereby waive any right of subrogation against any of your officers, directors, or “employees” which might arise by reason of any payment under the insurance afforded by this policy for the operation, maintenance, use, loading, or unloading of non-owned "autos".

This waiver extends only to payments in excess of other valid and collectible insurance available to the officer, director, or “employee”.

20. Blanket Waiver Of Subrogation When Required Under Written Contract

The following is added to Subparagraph **5.** Transfer Of Rights Of Recovery Against Others To Us, under Paragraph **A.** Loss Conditions in SECTION **IV** - BUSINESS AUTO CONDITIONS:

However, we waive any right of recovery we may have against a person, organization or governmental entity when you have waived such right of recovery under a written contract or written agreement provided such written contract or agreement is:

1. currently in effect or becoming effective during the term of this policy; and
2. executed prior to the "accident" or "loss"; or
3. executed after the "accident" or "loss" if:
   a. the terms and conditions of the written contract or written agreement had been agreed upon prior to the "accident" or "loss"; and
   b. you can definitively establish that the terms and conditions of the written contract or written agreement ultimately executed are the same as those which had been agreed upon prior to the "accident" or "loss".

21. Coverage Territory - Short Term Hired Commercial "Autos"

Paragraph **7.** Policy Period, Coverage Territory under Paragraph **B.** General Conditions in SECTION **IV** – BUSINESS AUTO CONDITIONS is amended by the addition of the following:

The coverage territory is extended to anywhere in the world if:

1. A covered “auto” of the commercial van, pick-up, or truck type is leased, hired, rented or borrowed for a period of 30 days or less; and
2. The “insured’s” responsibility to pay damages is determined in a “suit” on the merits, in the United States of America, the territories and possessions of the United States of America, Puerto Rico, or Canada or in a settlement we agree to.

We will also cover “loss” to, or “accidents” involving, a covered “auto” while being transported between any of these places.

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22. Limited Mexico Coverage

WARNING

AUTO ACCIDENTS IN MEXICO ARE SUBJECT TO THE LAWS OF MEXICO ONLY - **NOT** THE LAWS OF THE UNITED STATES OF AMERICA. THE REPUBLIC OF MEXICO CONSIDERS ANY AUTO ACCIDENT A **CRIMINAL OFFENSE** AS WELL AS A CIVIL MATTER.

IN SOME CASES THE COVERAGE PROVIDED UNDER **THIS ENDORSEMENT MAY NOT BE RECOGNIZED BY THE MEXICAN AUTHORITIES** AND WE MAY NOT BE ALLOWED TO IMPLEMENT THIS COVERAGE AT ALL IN MEXICO. YOU SHOULD CONSIDER PURCHASING AUTO COVERAGE FROM A LICENSED MEXICAN INSURANCE COMPANY BEFORE DRIVING INTO MEXICO.

THIS ENDORSEMENT DOES **NOT** APPLY TO ACCIDENTS OR LOSSES WHICH OCCUR OUTSIDE OF 25 MILES FROM THE BOUNDARY OF THE UNITED STATES OF AMERICA.

A. Coverage

1. Paragraph **7.** Policy Period, Coverage Territory of the General Conditions is amended by the addition of the following:

   The coverage territory is extended to include Mexico but only for:

   a. "Accidents" or "losses" occurring within 25 miles of the United States border; and

   b. Trips into Mexico of 10 days or less.

2. Condition **5.** Other Insurance of Part **B.** General Conditions under Section **IV** - Business Auto Conditions is replaced by the following:

   The insurance provided by this Provision **22** will be excess over any other collectible insurance.

B. Physical Damage Coverage is amended by the addition of the following:

If a "loss" to a covered "auto" occurs in Mexico, we will pay for such "loss" in the United States. If the covered "auto" must be repaired in Mexico in order to be driven, we will not pay more than the actual cash value of such "loss" at the nearest United States point where the repairs can be made.

C. Additional Exclusions

The following additional exclusions are added:

This insurance does not apply:

1. If the covered "auto" is not principally garaged and principally used in the United States.
2. To any "insured" who is not a resident of the United States.

23. Unintentional Failure To Disclose Hazards

The following is added to Paragraph **B.** General Conditions in SECTION **IV –** BUSINESS AUTO CONDITIONS:

If you unintentionally fail to disclose any hazards existing on the effective date of this policy, we will not deny coverage under this Coverage Form because of such failure. However, this provision does not affect our right to collect additional premium due to us as a result of these undisclosed hazards in accordance with our filed rating plans.

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24. Mental Anguish Resulting From "Bodily Injury"

The definition of "bodily injury" in SECTION **V** - DEFINITIONS is replaced by the following:

"Bodily injury" means physical injury, physical sickness or physical disease sustained by any person, including "mental anguish" or death resulting from any of these. It does not include mental anguish to any person which occurs in the absence of physical injury, physical sickness or physical disease to that person.

For the purpose of this provision, the term "mental anguish" shall mean any type of mental or emotional illness or distress.

25. Waiver Of Sovereign Immunity

The following provision applies if you are a “governmental entity” or we have added a “governmental entity” to your policy as an additional insured, and the “governmental entity” requires us to obtain permission prior to asserting a defense involving governmental immunity or the jurisdiction of the tribunal over the “governmental entity”:

We shall not raise any defense involving, in any way, the jurisdiction of the tribunal over the “governmental entity”, the immunity of the “governmental entity” or its commissioners, officers, agents or employees, the governmental nature of such entity, or the provisions of any statutes respecting suits against the “governmental entity” without first obtaining express advance permission from the designated representative of the “governmental entity.”

Application of this provision shall not subject us to liability for any portion of a claim or judgment in excess of the applicable limit of insurance.

For the purposes of this provision, “governmental entity” means a state, county, district, municipality, town, township, borough, parish, village, or other political subdivision or governmental agency or subdivision.

26. Application Of This Endorsement

The coverage enhancements provided by this endorsement apply to the Business Auto Coverage Form. If your policy includes other endorsements in addition to this Commercial Automobile Broad Form Endorsement, and there is a conflict between any of the terms of such endorsement(s) and this Commercial Automobile Broad Form Endorsement, the terms of the other endorsement(s) shall be given priority and control over the terms set forth in this Commercial Automobile Broad Form Endorsement, even if the terms of such other endorsement(s) have the effect of limiting, excluding or reducing the coverage provided under this Commercial Automobile Broad Form Endorsement.

All other terms and conditions remain unchanged.

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WAIVER OF OUR RIGHT TO RECOVER 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 anyone not named in the Schedule.

Schedule

ANY PERSON OR ORGANIZATION WITH WHOM OR WITH WHICH YOU HAVE AGREED IN A WRITTEN CONTRACT TO WAIVE YOUR RIGHT OF RECOVERY AGAINST, PROVIDED SUCH WRITTEN CONTRACT:
1. IS CURRENTLY IN EFFECT OR WILL BECOME EFFECTIVE DURING THE TERM OF THIS POLICY; AND
2. WAS EXECUTED AND BECAME EFFECTIVE PRIOR TO THE OCCURENCE OF THE INJURY COVERED BY THIS POLICY.
THIS FORM DOES NOT APPLY IN: CA, TX, KY, NH, NJ AND UT.

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.
(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective 03-31-26 Policy No. 4087558089 Endorsement No.
Insured AMERICAN ROAD MAINTENANCE, INC. MIDWEST TAR SEALE Premium $ INCL.
Insurance Company CRUM & FORSTER INDEMNITY COMPANY

Countersigned By _____

© 1983 National Council on Compensation Insurance.

Exhibit D

Payment and Performance Bonds

EXECUTED IN DUPLICATE
BOND NO. S063658
Premium included in charge for Performance Bond

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

PAYMENT BOND FORM

DOCUMENT 00610 - PAYMENT BOND FORM

WHEREAS, the City Council of the City of South Lake Tahoe, State of California, and American Road Maintenance, Inc. hereinafter designated as "Principal" have entered into an Agreement for the furnishing of all materials, labor, services and equipment necessary, convenient and proper to:

Runway 18/36 Pavement Maintenance; PWC 501852

City Bid No. 26-501852-BN1; Federal Aid Project No. 3-06-0249-053-2026

pursuant to the said Agreement dated August 11, 2026, and all of the documents attached thereto and incorporated by reference, becoming a part of said Agreement, are hereby referred to and made a part hereof; and,

WHEREAS, said Principal is required by California law, including, without limitation, Part 6 (commencing at §8000), Division 4 of the California Civil Code to furnish a Bond in connection with said Agreement.

NOW THEREFORE, we, the Principal and Employers Mutual Casualty Company as Surety, are held and firmly bound unto the City of South Lake Tahoe in the penal sum of: Four Hundred Thirty Three Thousand One Hundred Forty & 00100 Dollars ($ 433,140.00), lawful money of the United States of America, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT if said Principal, its subcontractors, heirs, executors, administrators, successors or assigns shall fail to pay any of the persons named in §9100 of the California Civil Code, any amounts due under the Unemployment Insurance Code with respect to work or labor performed by any such claimant, any prevailing wages due and penalties incurred pursuant to Sections 1774, 1775, 1813 and 1815 of the California Labor Code, any amounts required to be deducted or withheld from the wages of employees of the Principal and its subcontractors for payment to the United States Government and/or to the State Franchise Tax Board with respect to such work and labor, the Surety will pay for the same, in an amount not exceeding the total sum herein above specified, and also, in case suit is brought upon this Bond, a reasonable attorney's fee to be fixed by the court. This Bond shall inure to the benefit of any of the persons named in Section 9100 of the California Civil Code, so as to give the right of action to such persons or their assigns in any suit brought upon this Bond.

It is further stipulated and agreed that the Surety on this Bond shall not be exonerated or released from the obligation of this Bond by any change, extension of time for performance, addition, deletion, alteration, or modification in, to, or any contract, plans, specifications, or agreement

pertaining or relating to any scheme or work of improvement herein above described or pertaining to or relating to the furnishing of labor, materials, or equipment therefore, nor by any change or modification of any terms of payment or extension of the time for any payment pertaining or relating to any scheme or work of improvement herein above described, nor by any rescission or attempted rescission of the contract, agreement, or Bond, nor by any conditions precedent or subsequent in the Bond attempting to limit the right of recovery of claimants otherwise entitled to recover under any such contract or agreement or under the Bond, nor by any fraud practiced by any person other than the claimant seeking to recover on the Bond, and that this Bond be construed most strongly against the Surety and in favor of all persons for whose benefit such Bond is given, and under no circumstances shall the Surety be released from its obligations hereunder by reason of any breach of contract between the City of South Lake Tahoe and said Principal or on the part of any obligee named in such Bond, but the sole conditions of recovery shall be that claimant is a person described in §9100 of the California Civil Code and has not been paid the full amount of its claim, and that Surety does hereby waive notice of any such change, extension of time, addition, deletion, alteration, or modification herein mentioned.

The Surety, by the execution of this Bond, represents and warrants that this Bond has also been duly executed by the Principal with proper authority, and the Surety hereby waives any defense which it might have by reason of any failure by the Principal to execute or properly execute this Bond.

IN WITNESS WHEREOF two identical counterparts of this instrument each of which shall for all purposes be deemed an original thereof, have been duly executed by the Principal and Surety above named on the 11th day of August, 20 26.

PRINCIPAL:

Signature

KYLE PAULSON

Name

OFFICER

Title

4554 E. Eco Industrial Pl, Tucson, AZ 85756

Address

SURETY:

AUG 1 1 2026

Signature

Edward Hackett

Name

Attorney-in-Fact

Title

717 Mulberry Street, Des Moines, IA 50309-3872

Address

NOTE TO SURETY COMPANY:
The following form of acknowledgement should be used. If any other form of acknowledgement is used, there must be submitted a certified copy of unrevoked resolution of authority for the attorney-in-fact.

SURETY COMPANY ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
COUNTY OF EL DORADO) ss.
)

On _____, before me, the undersigned, a Notary Public in and for the State, personally appeared _____, known to me to be the duly authorized Attorney-in-Fact of the corporate Surety named in the within instrument, known to me to be authorized to execute that instrument on behalf of said corporation, known to me to be the person whose name is subscribed to such instrument as the Attorney-in-Fact of said corporation, and acknowledged to me that he (she) subscribed the name of said corporation thereto as Surety, and his (her) own name as Attorney-in-Fact and that said corporation executed the same.

WITNESS MY HAND AND OFFICIAL SEAL:

(SEAL)

SEE ATTACHED

Notary Public for the State of California.

Acknowledgement by Attorney-in-Fact must be attached.
Corporate seals of Principal and Surety must be attached.

END OF DOCUMENT 00610

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CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of California

A notary public or other officer completing this certificate verified only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

County of Orange

On AUG 1 1 2026 before me, C. Maestas, Notary Public,
(Here insert name and title of the officer)

personally appeared Edward Hackett,

who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is~~/are~~ subscribed to the within instrument and acknowledged to me that he~~/she/they~~ executed the same in his~~/her/their~~ authorized capacity~~(ies)~~, and that by his~~/her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

C. MAESTAS
Notary Public - California
Orange County
Commission # 2456669
My Comm. Expires Aug 1, 2027

(Notary Seal)

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Payment for Bond S063658

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 4 Document Date AUG 1 1 2026

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they~~, ~~is~~ are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary). •

Securely attach this document to the signed document

emc INSURANCE

P.O. Box 712 • Des Moines, Iowa 50306-0712

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, that:

1. Employers Mutual Casualty Company, an Iowa Corporation
2. EMCASCO Insurance Company, an Iowa Corporation
3. Union Insurance Company of Providence, an Iowa Corporation
4. Illinois EMCASCO Insurance Company, an Iowa Corporation
5. Dakota Fire Insurance Company, a North Dakota Corporation
6. EMC Property & Casualty Company, an Iowa Corporation

hereinafter referred to severally as "Company" and collectively as "Companies", each does, by these presents, make, constitute and appoint:

Edward Hackett

its true and lawful attorney-in-fact, with full power and authority conferred to sign, seal, and execute the following Surety Bond(s):

Surety Bond Number	Principal:	Obligee:
S063658	American Road Maintenance,Inc	City of South Lake Tahoe

and to bind each Company thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of each such Company, and all of the acts of said attorney pursuant to the authority hereby given are hereby ratified and confirmed.

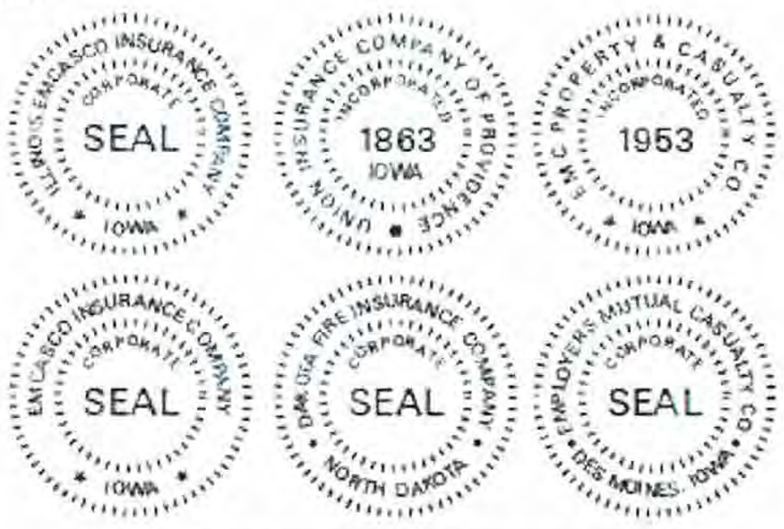
AUTHORITY FOR POWER OF ATTORNEY

This Power-of-Attorney is made and executed pursuant to and by the authority of the following resolution of the Boards of Directors of each of the Companies at the first regularly scheduled meeting of each company duly called and held in 1999:

RESOLVED: The President and Chief Executive Officer, any Vice President, the Treasurer and the Secretary of Employers Mutual Casualty Company shall have power and authority to (1) appoint attorneys-in-fact and authorize them to execute on behalf of each Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof; and (2) to remove any such attorney-in-fact at any time and revoke the power and authority given to him or her. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power-of-attorney issued to them, to execute and deliver on behalf of the Company, and to attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and any such instrument executed by any such attorney-in-fact shall be fully and in all respects binding upon the Company. Certification as to the validity of any power-of-attorney authorized herein made by an officer of Employers Mutual Casualty Company shall be fully and in all respects binding upon this Company. The facsimile or mechanically reproduced signature of such officer, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power-of-attorney of the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS THEREOF, the Companies have caused these presents to be signed for each by their officers as shown, and the Corporate seals to be hereto affixed this 17th day of September, 2025.

Seals



AMY DANIEL
Commission Number 866839
My Commission Expires
August 13, 2028

Scott R. Jean, President & CEO
of Company 1; Chairman, President
& CEO of Companies 2, 3, 4, 5 & 6

Todd Strother, Executive Vice President
Chief Legal Officer & Secretary of
Companies 1, 2, 3, 4, 5 & 6

On this 17th day of September, 2025 before me a Notary Public in and for the State of Iowa, personally appeared Scott R. Jean and Todd Strother, who, being by me duly sworn, did say that they are, and are known to me to be the CEO, Chairman, President, Executive Vice President, Chief Legal Officer and/or Secretary, respectively, of each of the Companies above; that the seals affixed to this instrument are the seals of said corporations; that said instrument was signed and sealed on behalf of each of the Companies by authority of their respective Boards of Directors; and that the said Scott R. Jean and Todd Strother, as such officers, acknowledged the execution of said instrument to be their voluntary act and deed, and the voluntary act and deed of each of the Companies.

My Commission Expires August 13, 2028.

Notary Public in and for the State of Iowa

CERTIFICATE

I, Ryan J. Springer, Vice President of the Companies, do hereby certify that the foregoing resolution of the Boards of Directors by each of the Companies, and this Power of Attorney issued pursuant thereto on 17th day of September, 2025 are true and correct and are still in full force and effect.
In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 11th day of August, 2026.

Vice President

"For verification of the authenticity of the Power of Attorney you may call (515) 345-7548."

STATE OF CALIFORNIA

DEPARTMENT OF INSURANCE **Nº** 07690

SAN FRANCISCO

Amended

Certificate of Authority

THIS IS TO CERTIFY *THAT, Pursuant to the Insurance Code of the State of California,*

Employers Mutual Casualty Company

of Des Moines, Iowa *, organized under the laws of* Iowa *, subject to its Articles of Incorporation or other fundamental organizational documents, is hereby authorized to transact within the State, subject to all provisions of this Certificate, the following classes of insurance:* Fire, Marine, Surety, Disability, Plate Glass, Liability, Workers' Compensation, Common Carrier Liability, Boiler and Machinery, Burglary, Sprinkler, Team and Vehicle, Automobile, Aircraft, and Miscellaneous

as such classes are now or may hereafter be defined in the Insurance Laws of the State of California.

THIS CERTIFICATE *is expressly conditioned upon the holder hereof now and hereafter being in full compliance with all, and not in violation of any, of the applicable laws and lawful requirements made under authority of the laws of the State of California as long as such laws or requirements are in effect and applicable, and as such laws and requirements now are, or may hereafter be changed or amended.*

IN WITNESS WHEREOF, *effective as of the* 4th *day of* March, 2003, *I have hereunto set my hand and caused my official seal to be affixed this* 4th *day of* March, 2003.

By

John Garamendi
Insurance Commissioner

Victoria S. Sidbury
Deputy

for Ida Zodrow - Acting Chief

NOTICE:

Qualification with the Secretary of State must be accomplished as required by the California Corporations Code promptly after issuance of this Certificate of Authority. Failure to do so will be a violation of Insurance Code Section 701 and will be grounds for revoking this Certificate of Authority pursuant to the conveyances made in the application therefor and the conditions contained herein.

FORM CB-3

OSP 00 39391

EXECUTED IN DUPLICATE
BOND NO. S063658
PREMIUM: $4,158.00
Premium charged is for the contract term and subject to adjustment based on the final contract amount.

CITY OF SOUTH LAKE TAHOE
DIVISION OF THE AIRPORT

PERFORMANCE BOND FORM

DOCUMENT 00620 - PERFORMANCE BOND FORM

WHEREAS, the City Council of the City of South Lake Tahoe, State of California, and American Road Maintenance, Inc. hereinafter designated as "Principal" have entered into an Agreement for the furnishing of all materials, labor, services and equipment necessary, convenient and proper to:

Runway 18/36 Pavement Maintenance; PWC 501852

City Bid No. 26-501852-BN1; Federal Aid Project No. 3-06-0249-053-2026

pursuant to the said Agreement dated August 11 ,20 26, and all of the documents attached thereto and incorporated by reference, becoming a part of said Agreement, are hereby referred to and made a part hereof; and,

WHEREAS, said Principal is required according to the terms of said Agreement and applicable California State law, to furnish a Bond for the faithful Performance of said Agreement.

NOW, THEREFORE, we, the Principal and Employers Mutual Casualty Company as Surety, are held and firmly bound unto the City of South Lake Tahoe in the penal sum of: Four Hundred Thirty Three Thousand One Hundred Forty & 00100 Dollars ($ 433,140.00), lawful money of the United States of America, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above bounden Principal, Principal's heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and faithfully perform the covenants, conditions and agreements in the said Agreement and any alterations made as therein provided, on the Principal's part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City of South Lake Tahoe, its employees, council members and agents, as therein stipulated, then this obligation shall be null and void; otherwise it shall be and remain in full force and effect.

If the City of South Lake Tahoe shall provide notice that it considers the Principal to be in default, Surety, upon receipt of such written notice, shall, within thirty (30) days, conduct any and all investigations that it deems necessary and appropriate to perform. Surety agrees to do so in order to be in a position to respond timely and efficiently, with the best interests of the overall completion of the Project as the primary goal, and without detriment to the Project or the City of South Lake Tahoe, should the City of South Lake Tahoe elect to exercise its right to terminate the Principal's right to proceed due to default.

If the City of South Lake Tahoe issues a written notice of termination for default, Surety shall, within fifteen (15) calendar days, tender a written program to City of South Lake Tahoe which comprehensively details Surety's proposed completing contractor, its personnel and the manner in which the Surety will immediately honor its performance bond obligations. The time for completion of the Project shall not be extended as a result of the notice to the Surety, the election by City of South Lake Tahoe to terminate Principal's right to proceed for default, and/or the time it takes Surety to act as required hereunder.

Surety agrees that in responding to any such notice of default of its Principal, Surety shall not be entitled to tender as its completion contractor the Principal or any entity owned, controlled or affiliated with Principal. The response by Surety to City of South Lake Tahoe shall include whether the Surety intends to use the key project personnel of Principal as part of the staff of the Completing Contractor, and the consent by City of South Lake Tahoe of the right to use some, any or all of those proposed individuals shall be at the sole and absolute discretion of the City of South Lake Tahoe. No claim shall be made arising from the good faith exercise by City of South Lake Tahoe of the discretion denying any such request.

As a condition precedent to the satisfactory completion of the said Agreement, the above obligation shall hold good for the maximum period of time allowed by applicable law (including all statutes of limitation or repose) and commensurate with the obligations owed by the Principal to the City of South Lake Tahoe, during which time, if the Principal, Principal's heirs, executors, administrators, successors or assigns shall fail to make full, complete and satisfactory repair and replacements or totally protect the City of South Lake Tahoe from loss or damage made evident during said period, the above obligation shall be and remain in full force and effect.

The terms and conditions of the Agreement between the Principal and the City of South Lake Tahoe are expressly incorporated into this Performance Bond as though set forth in full.

And the said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, addition or deletion to the terms of the said Agreement, or to the Work to be performed thereunder, shall in any way affect its obligations on this Bond, and the Surety hereby waives notice of any such change, extension of time, alteration, addition or deletion to the terms of the said Agreement or to the Work. And the said Surety, for value received, hereby stipulates and agrees to waive the benefits of California Civil Code Sections 2819 and 2845.

In the event suit is brought upon this Bond by the City of South Lake Tahoe and judgment is recovered, Surety shall pay all costs incurred by the City of South Lake Tahoe in such suit, including a reasonable attorney's fee to be fixed by the court in accordance with applicable statutory law.

The Surety, by the execution of this Bond, represents and warrants that this Bond has also been duly executed by the Principal with proper authority, and the Surety hereby waives any defense which it might have by reason of any failure by the Principal to execute or properly execute this

Bond.

IN WITNESS WHEREOF two identical counterparts of this instrument, each of which shall for all purposes be deemed an original thereof, have been duly executed by the Principal and Surety above named on the 11th day of August, 2026.

PRINCIPAL: American Road Maintenance, Inc.

K Pm
Signature

Kyle Paulson
Name

OFFICER
Title

4554 E. Eco Industrial PL, Tucson, AZ 85756
Address

SURETY: Employers Mutual Casualty Company

E Hackett AUG 11 2026
Signature

Edward Hackett
Name

Attorney-in-Fact
Title

717 Mulberry Street, Des Moines, IA 50309-3872
Address

NOTE TO SURETY COMPANY:
The following form of acknowledgement should be used. If any other form of acknowledgement is used, there must be submitted a certified copy of unrevoked resolution of authority for the attorney-in-fact.

SURETY COMPANY ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
COUNTY OF EL DORADO) ss.
)

On _____, before me, the undersigned, a Notary Public in and for the State, personally appeared _____, known to me to be the duly authorized Attorney-in-Fact of the corporate Surety named in the within instrument, known to me to be authorized to execute that instrument on behalf of said corporation, known to me to be the person whose name is subscribed to such instrument as the Attorney-in-Fact of said corporation, and acknowledged to me that he (she) subscribed the name of said corporation thereto as Surety, and his (her) own name as Attorney-in-Fact and that said corporation executed the same.

WITNESS MY HAND AND OFFICIAL SEAL:

(SEAL)

SEE ATTACHED
Notary Public for the State of California.

Acknowledgement by Attorney-in-Fact must be attached.
Corporate seals of Principal and Surety must be attached.

END OF DOCUMENT 00620

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CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of California

A notary public or other officer completing this certificate verified only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

County of Orange

On AUG 1 1 2026 before me, C. Maestas, Notary Public,
(Here insert name and title of the officer)

personally appeared Edward Hackett,

who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Notary Seal)

C. MAESTAS
Notary Public - California
Orange County
Commission # 2456669
My Comm. Expires Aug 1, 2027

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Performance for Bond S063658

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 4 Document Date AUG 1 1 2026

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer

(Title)

- ☐ Partner(s)
- ☒ Attorney-in-Fact
- ☐ Trustee(s)
- ☐ Other

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he~~/she/~~they~~ is ~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary). •

Securely attach this document to the signed document

emc INSURANCE

P.O. Box 712 • Des Moines, Iowa 50306-0712

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

KNOW ALL MEN BY THESE PRESENTS, that:

1. Employers Mutual Casualty Company, an Iowa Corporation
2. EMCASCO Insurance Company, an Iowa Corporation
3. Union Insurance Company of Providence, an Iowa Corporation
4. Illinois EMCASCO Insurance Company, an Iowa Corporation
5. Dakota Fire Insurance Company, a North Dakota Corporation
6. EMC Property & Casualty Company, an Iowa Corporation

hereinafter referred to severally as "Company" and collectively as "Companies", each does, by these presents, make, constitute and appoint:

Edward Hackett

its true and lawful attorney-in-fact, with full power and authority conferred to sign, seal, and execute the following Surety Bond(s):

Surety Bond Number	Principal:	Obligee:
S063658	American Road Maintenance,Inc	City of South Lake Tahoe

and to bind each Company thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of each such Company, and all of the acts of said attorney pursuant to the authority hereby given are hereby ratified and confirmed.

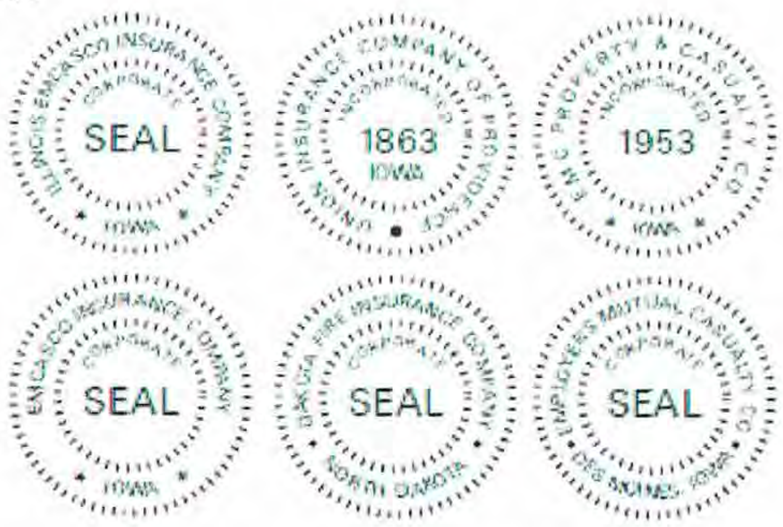
AUTHORITY FOR POWER OF ATTORNEY

This Power-of-Attorney is made and executed pursuant to and by the authority of the following resolution of the Boards of Directors of each of the Companies at the first regularly scheduled meeting of each company duly called and held in 1999:

RESOLVED: The President and Chief Executive Officer, any Vice President, the Treasurer and the Secretary of Employers Mutual Casualty Company shall have power and authority to (1) appoint attorneys-in-fact and authorize them to execute on behalf of each Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof; and (2) to remove any such attorney-in-fact at any time and revoke the power and authority given to him or her. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power-of-attorney issued to them, to execute and deliver on behalf of the Company, and to attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and any such instrument executed by any such attorney-in-fact shall be fully and in all respects binding upon the Company. Certification as to the validity of any power-of-attorney authorized herein made by an officer of Employers Mutual Casualty Company shall be fully and in all respects binding upon this Company. The facsimile or mechanically reproduced signature of such officer, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power-of-attorney of the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS THEREOF, the Companies have caused these presents to be signed for each by their officers as shown, and the Corporate seals to be hereto affixed this 17th day of September, 2025.

Seals



Scott R. Jean, President & CEO
of Company 1;Chairman, President
& CEO of Companies 2, 3, 4, 5 & 6

Todd Strother,Executive Vice President
Chief Legal Officer & Secretary of
Companies 1, 2, 3, 4, 5 & 6

On this 17th day of September, 2025 before me a Notary Public in and for the State of Iowa, personally appeared Scott R. Jean and Todd Strother, who, being by me duly sworn, did say that they are, and are known to me to be the CEO, Chairman, President, Executive Vice President, Chief Legal Officer and/or Secretary, respectively, of each of the Companies above; that the seals affixed to this instrument are the seals of said corporations; that said instrument was signed and sealed on behalf of each of the Companies by authority of their respective Boards of Directors; and that the said Scott R. Jean and Todd Strother, as such officers, acknowledged the execution of said instrument to be their voluntary act and deed, and the voluntary act and deed of each of the Companies.

My Commission Expires August 13, 2028.

AMY DANIEL
Commission Number 866839
My Commission Expires
August 13, 2028

Notary Public in and for the State of Iowa

CERTIFICATE

I, Ryan J. Springer, Vice President of the Companies, do hereby certify that the foregoing resolution of the Boards of Directors by each of the Companies, and this Power of Attorney issued pursuant thereto on 17th day of September, 2025 are true and correct and are still in full force and effect.
In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 11th day of August , 2026 .

Vice President

"For verification of the authenticity of the Power of Attorney you may call (515) 345-7548."

STATE OF CALIFORNIA

DEPARTMENT OF INSURANCE **Nº** 07690

SAN FRANCISCO

Amended

Certificate of Authority

THIS IS TO CERTIFY *THAT, Pursuant to the Insurance Code of the State of California,*

Employers Mutual Casualty Company

of Des Moines, Iowa *, organized under the laws of* Iowa *, subject to its Articles of Incorporation or other fundamental organizational documents, is hereby authorized to transact within the State, subject to all provisions of this Certificate, the following classes of insurance:* Fire, Marine, Surety, Disability, Plate Glass, Liability, Workers' Compensation, Common Carrier Liability, Boiler and Machinery, Burglary, Sprinkler, Team and Vehicle, Automobile, Aircraft, and Miscellaneous

as such classes are now or may hereafter be defined in the Insurance Laws of the State of California.

THIS CERTIFICATE *is expressly conditioned upon the holder hereof now and hereafter being in full compliance with all, and not in violation of any, of the applicable laws and lawful requirements made under authority of the laws of the State of California as long as such laws or requirements are in effect and applicable, and as such laws and requirements now are, or may hereafter be changed or amended.*

IN WITNESS WHEREOF, *effective as of the* 4th *day of* March, 2003, *I have hereunto set my hand and caused my official seal to be affixed this* 4th *day of* March, 2003.

By

John Garamendi
Insurance Commissioner

Victoria S. Sidbury
Deputy
for Ida Zodrow - Acting Chief

NOTICE:

Qualification with the Secretary of State must be accomplished as required by the California Corporations Code promptly after issuance of this Certificate of Authority. Failure to do so will be a violation of Insurance Code Section 701 and will be grounds for revoking this Certificate of Authority pursuant to the convenants made in the application therefor and the conditions contained herein.

FORM CB-3

OSP 00 39391

U.S. Department of Transportation Federal Aviation Administration

Airports Division Western-Pacific Region California

San Francisco Airports District Office: 2999 Oak Road, Suite 200 Walnut Creek, CA 94597

August 28, 2026

Mr. John Dickinson
Airport Manager
City of South Lake Tahoe
1901 Airport Road
Suite 100
South Lake Tahoe, CA 96150

Dear Mr. John Dickinson:

The Grant Offer for Airport Improvement Program (AIP) Project No. 3-06-0249-053-2026 at Lake Tahoe Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the Grant Offer carefully.

You may not make any modification to the text, terms or conditions of the Grant Offer.

***Steps You Must Take to Enter Into Agreement*.**

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **September 09, 2026**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (federal payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this system.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date four (4) years from the grant execution date). We will be monitoring your progress to ensure proper stewardship of these federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future Grant Offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
  1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
  2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit FAA Form 5100-140, Performance Report within 30 days of the end of the federal fiscal year.
- For construction projects, you must submit FAA Form 5370-1, Construction Progress and Inspection Report, within 30 days of the end of each federal fiscal quarter.

Audit Requirements. As a condition of receiving federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-federal entities that expend $1,000,000 or more in federal awards to conduct a single or program specific audit for that year. Note that this includes federal expenditures made under other federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Roy Ambrose, (925) 546-6442, roy.g.ambrose@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

Amy Choi
Amy Choi (08/28/2026 13:16:41 PDT)
Amy Choi
SFO ADO Manager

U.S. Department of Transportation Federal Aviation Administration

FEDERAL AVIATION ADMINISTRATION

FY 2026

AIRPORT IMPROVEMENT PROGRAM (AIP) GRANT AGREEMENT

Part I - Offer

Federal Award Offer Date	August 28, 2026
Airport/Planning Area	Lake Tahoe Airport
Airport Grant Number	3-06-0249-053-2026
Unique Entity Identifier	FG8YLL3CQ3J1

TO: City of South Lake Tahoe

(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the sponsor has submitted to the FAA a Project Application dated May 20, 2026, for a grant of federal funds for a project at or associated with the Lake Tahoe Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Lake Tahoe Airport (herein called the “Project”) consisting of the following:

Crack Seal Runway 18/36 - Design/Construction

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq. and 48103; Consolidated Appropriations Act, 2024 (Public Law Number (P.L.) 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); Infrastructure Investment and Jobs Act of 2021 (IIJA) (P.L. 117-58) (as applicable); and the representations contained in the Project Application; and in consideration of: (a) the sponsor's adoption and ratification of the most recently published Grant Assurances; (b) the sponsor's acceptance of this offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the project, and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95) % of the allowable costs incurred accomplishing the Project as the United States' share of the Project.

Assistance Listings Number(s): 20.116**.**

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is $535,000.

   The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 USC § 47108(b):
   $0 for planning
   $535,000 for airport development or noise program implementation; and,
   $0 for land acquisition.

2. **Grant Performance.** This agreement is subject to the following federal award requirements:

   a. Period of Performance:

      i. Start Date: The date the recipient formally accepts this agreement and the date signed by the last signatory to the agreement.

      ii. End Date: Four (4) years to the calendar day from the date of acceptance.

      iii. Extension of the Period of Performance (PoP): The recipient may request a one-time extension of up to one year after the PoP end date by submitting a request to the FAA. The request must include, at a minimum, supporting justification for the request and the amount of additional time requested. The request must be submitted at least 10 calendar days before the PoP end date. This one-time extension may not be exercised for the sole purpose of using unobligated balances.

      The PoP end date, or any extension as approved by FAA, shall not affect, relieve, or reduce recipient obligations and assurances that extend beyond the closeout of this agreement.

   b. Budget Period:

      i. For a single year grant offer, the budget period follows the same start and end date as the PoP provided in paragraph 2(a), and any extension of the PoP end date.

ii. For a multi-year grant offer, per the authority provided in 49 USC § 47108 and § 47114, the budget period is from the initial PoP start date through the end of the final fiscal year identified on a multi-year grant offer (See Multi-Year Grant Special Condition, if applicable).

c. Appropriation Period of Availability and Expenditure:

i. The FAA must obligate appropriated funds within the period of availability identified in the appropriation.

ii. In accordance with 31 USC § 1552, by September 30th of the fifth fiscal year after the period of availability, FAA must liquidate and close expired appropriations, and any remaining balance (whether obligated or unobligated) must be canceled and thereafter shall not be available for obligation or expenditure for any purpose.

iii. IIJA and Supplemental AIP funding are subject to this condition.

d. Close Out:

Recipients shall begin the closeout process upon physical completion of the project(s) identified in this agreement. Closeout shall proceed expeditiously and without delay, even if the PoP end date has not been reached. In accordance with 2 Code of Federal Regulations (CFR) 200, unless the FAA authorizes a written extension, the recipient must submit all grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the PoP end date. If the recipient does not submit all required closeout documentation within this period, the FAA will proceed to close out the grant within one year of the PoP end date with the information available at the end of 120 days.

e. Termination:

The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occur:

i. The recipient fails to comply with the terms and conditions of this agreement;

ii. The recipient fails to obtain or provide any recipient grant contribution as required by the agreement;

iii. There is a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the recipient;

iv. Any project changes that the FAA determines are inconsistent with the FAA's basis for selecting the project to receive a grant;

v. Continued grant payment inactivity, generally defined as no drawdowns over a 12-month period;

vi. The recipient requests that the FAA terminate the agreement under this section; or

vii. The FAA determines that termination of this agreement is in the public interest.

In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

3. <u>Ineligible or Unallowable Costs</u>. In accordance with 49 USC § 47110, the sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing

policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.

4. **Indirect Costs - Sponsor.** The sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application, as accepted by the FAA, to allowable costs for sponsor direct salaries and wages.

5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 USC § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs, and settlement will be made for any upward or downward adjustments to the federal share of costs.

6. **Completing the Project Without Delay and in Conformance with Requirements.** The sponsor must carry out and complete the project without undue delay, and in accordance with this agreement, 49 USC Chapters 471 and 475, IIJA (P.L. 117-58) (as appropriate), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months, or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The sponsor also agrees to comply with the grant assurances, which are part of this agreement.

7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.

8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project(s) unless this offer has been accepted by the sponsor on or before September 09, 2026, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds and Mandatory Disclosure.**

   a. The sponsor must take all steps, including litigation, if necessary, to recover federal funds spent fraudulently, wastefully, or in violation of federal antitrust statutes, or misused in any other manner for any project upon which federal funds have been expended. For the purposes of this grant agreement, the term "federal funds" means funds however used or dispersed by the sponsor, that were originally paid pursuant to this or any other federal grant agreement. The sponsor must obtain the approval of the Secretary as to any determination of the amount of the federal share of such funds. The sponsor must return the recovered federal share, including funds recovered by settlement, order, or judgment, to the Secretary. Upon request, the sponsor must furnish to the Secretary all documents and records pertaining to the determination of the amount of the federal share, or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the sponsor, in court or otherwise, involving the recovery of such federal share require advance approval by the Secretary.

   b. The sponsor, a recipient, and a subrecipient under this federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this agreement.

11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**

    a. Requirement for System for Award Management (SAM): Unless the sponsor is exempted from this requirement under 2 CFR § 25.110, the sponsor must maintain the currency of its information in the SAM until the sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).

    b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit, or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the sponsor must make each payment request under this agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. **Informal Letter Amendment of Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the sponsor by $25,000 or five percent, whichever is greater, the FAA can issue a letter amendment to the sponsor unilaterally reducing the maximum obligation.

    The FAA can also issue a letter to the sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun, provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

    The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous, and in the best interests of the United States.

    An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 USC § 50101, the sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this grant. The sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this grant.

17. **Build America, Buy America.** The sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).

18. **Maximum Obligation Increase.** In accordance with 49 USC § 47108(b)(2), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this grant:

    a. May not be increased for a planning project;

    b. May be increased by not more than 15 percent for development projects, if funds are available;

    c. May be increased by not more than the greater of the following for a land project, if funds are available:

        i. 15 percent; or

        ii. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

    If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 USC § 47109, or IIJA (P.L. 17-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors.**

    PUBLIC SPONSORS. The sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than $1,000,000 in federal awards and are exempt from federal audit requirements must make records available for review or audit by the appropriate federal agency officials, state, and Government Accountability Office. The FAA and other appropriate federal agencies may request additional information to meet all federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the sponsor must:

    a. Verify the non-federal entity is eligible to participate in this federal program by:

        i. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-federal entity is excluded or disqualified; or

        ii. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or

        iii. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.

    b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.

c. Immediately disclose in writing to the FAA whenever (1) the sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the public sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the sponsor is encouraged to:

i. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal Government, including work relating to a grant or subgrant.

ii. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

a) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
b) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

f. The sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this grant.

22. Trafficking in Persons.

a. *Posting of contact information.*

i. The sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

b. *Provisions applicable to a sponsor that is a private entity.*

i. Under this grant, the sponsor, its employees, subrecipients under this grant, and subrecipient's employees must not engage in:

a) Severe forms of trafficking in persons;

b) The procurement of a commercial sex act during the period of time that the grant or cooperative agreement is in effect;

c) The use of forced labor in the performance of this grant; or any subaward; or

d) Acts that directly support or advance trafficking in persons, including the following acts:

1. Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;

2. Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:

a. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or

b. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;

3. Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;

4. Charging recruited employees a placement or recruitment fee; or

5. Providing or arranging housing that fails to meet the host country's housing and safety standards.

ii. The FAA may unilaterally terminate this grant or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if any private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant; or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or
2. Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

c. *Provisions applicable to a sponsor other than a private entity.*

i. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 USC § 7104b(c), without penalty, if subrecipient is a private entity under this grant:

a) is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant or

b) has an employee that is determined to have violated a prohibition in paragraph 2.a. (PoP) of this grant through conduct that is either:

1. Associated with the performance under this grant; or

2. Imputed to the sponsor or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

d. Provisions applicable to any sponsor or subrecipient.

i. The sponsor or subrecipient must inform the FAA and the DOT Inspector General immediately of any information you receive from any source alleging a violation of a prohibition in paragraph 2.a. (PoP) of this grant.

ii. The FAA's right to unilaterally terminate this grant as described in paragraphs 2.b. (Budget Period) or 3.a. (Close Out and Termination) of this grant, implements the requirements of 22 USC Chapter 78, and is in addition to all other remedies for noncompliance that are available to the FAA under this grant.

iii. The sponsor must include the requirements of paragraph 2.a. (PoP) of this grant award term in any subaward it makes to a private entity.

iv. If applicable, the sponsor must also comply with the compliance plan and certification requirements in 2 CFR § 175.105(b).

e. *Definitions. For purposes of this grant award, term:*

i. "Employee" means either:

a) An individual employed by the sponsor or a subrecipient who is engaged in the performance of the project or program under this grant; or

b) Another person engaged in the performance of the project or program under this grant and not compensated by the sponsor or a subrecipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing requirements.

ii. "Private Entity" means:

a) Any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR § 200.1.

b) The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "abuse or threatened abuse of law or legal process," "coercion," "debt bondage," and "involuntary servitude" have the meanings given at section 103 of the Victims of Trafficking and Violence Protection Act of 2000, as amended (22 USC § 7102).

23. Grant Funded Work Included in a PFC Application. Within 120 days of acceptance of this Grant Agreement, the sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. Exhibit "A" Property Map. The Exhibit "A" Property Map dated September 19, 2016, is incorporated herein by reference, or is submitted with the project application and made part of this Grant Agreement.

25. Employee Protection from Reprisal. In accordance with 2 CFR § 200.217 and 41 USC § 4701, an employee of a grantee, subgrantee contractor, recipient, or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in 41 USC § 4712(a)(2) information that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 USC § 4712. See statutory requirements for whistleblower protections at 10 USC § 4701, 41 USC § 4712, 41 USC § 4304, and 10 USC § 4310.

26. Prohibited Telecommunications and Video Surveillance Services and Equipment. The sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889] and 2 CFR § 200.216.

27. Critical Infrastructure Security and Resilience. The sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.

28. Title VI of the Civil Rights Act. As a condition of a grant award, the sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d et seq.) and implementing regulations (49 CFR Part 21), the Airport and Airway Improvement Act of 1982 (49 USC § 47123), the Age Discrimination Act of 1975 (42 USC § 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. The sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, and genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

29. Applicable Federal Anti-Discrimination Laws. The sponsor agrees:

a. That its compliance in all respects with all applicable federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 USC § 3729(b)(4) and

b. To certify that it does not operate any programs promoting Diversity, Equity, and Inclusion (DEI) that violate any applicable federal anti-discrimination laws.

30. National Airspace System Requirements.

a. The sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The sponsor shall not take actions that frustrate or prevent the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

b. If FAA determines that the sponsor has violated subsection a., the FAA may impose a remedy, including:

    i. Additional conditions on the award;

ii. Consistent with 49 USC Chapter 471, any remedy permitted under 2 CFR §§ 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the recipient to the DOT; suspension or termination of the award; or suspension and debarment under 2 CFR part 180; or

iii. Any other remedy legally available.

c. In imposing a remedy under this condition, the FAA may elect to consider the interests of only the FAA.

d. The sponsor acknowledges that amounts that the FAA requires the sponsor to refund to the FAA due to a remedy under this condition constitute a debt to the Federal Government that the FAA may collect under 2 CFR 200.346 and the Federal Claims Collection Standards (31 CFR Parts 900–904).

31. Signage Costs for Construction Projects. The sponsor agrees that it will require the prime contractor of a federally-assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.

SPECIAL CONDITIONS

32. Pavement Maintenance Management Program. The sponsor agrees that it will implement an effective airport pavement maintenance management program as required by Airport Sponsor Grant Assurance 11, Pavement Preventive Maintenance-Management, which is codified at 49 USC § 47105(e). The sponsor agrees that it will use the program for the useful life of any pavement constructed, reconstructed, rehabilitated, or repaired with federal financial assistance at the airport. The sponsor further agrees that the program will:

a. Follow the current version of FAA Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements, establishing an effective maintenance program, specific types of distress and its probable cause, inspection guidelines, and recommended methods of repair;

b. Detail the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed;

c. Include a Pavement Inventory, Inspection Schedule, Record Keeping, Information Retrieval, and Reference, meeting the following requirements:

1. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:

i. Location of all runways, taxiways, and aprons;

ii. Dimensions;

iii. Type of pavement; and,

iv. Year of construction or most recent major reconstruction, rehabilitation, or repair.

2. Inspection Schedule.

i. Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in the current version of Advisory Circular 150/5380-6, the frequency of inspections may be extended to three years.

ii. Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition. For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

3. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The type of distress, location, and remedial action, scheduled or performed, must be documented. The minimum information is:

i. Inspection date;

ii. Location;

iii. Distress types; and

iv. Maintenance scheduled or performed.

4. Information Retrieval System. The sponsor must be able to retrieve the information and records produced by the pavement survey to provide a report to the FAA as may be required.

33. Project Containing Paving Work in Excess of $500,000. The sponsor agrees to:

a. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the federal specifications. The program must include as a minimum:

i The name of the person representing the sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;

ii Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;

iii Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);

iv Qualifications of engineering supervision and construction inspection personnel;

v A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and

vi Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.

a) Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed and highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.

b) Failure to provide a complete report as described above, or failure to perform such tests will, absent any compelling justification, result in a reduction in federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.

c) The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.

34. Maintenance Project Life. The sponsor agrees that pavement maintenance is limited to those aircraft pavements that are in sound condition that they do not warrant extensive work, such as reconstruction or overlays in the immediate or near future. The sponsor further agrees that AIP,

Airport Infrastructure Grant (AIG), or supplemental appropriation funding for the pavements maintained under this project will not be requested for more substantial type rehabilitation (more substantial than periodic maintenance) for a 5-year period following the completion of this project unless the FAA determines that the rehabilitation or reconstruction is required for safety reasons.

35. Plans and Specifications Approval Based Upon Certification. The FAA and the sponsor agree that the FAA's approval of the sponsor's Plans and Specification is based primarily upon the sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The sponsor understands that:

a. The sponsor's certification does not relieve the sponsor of the requirement to obtain prior FAA approval for modifications to published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;

b. The FAA's acceptance of a sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and

c. If the FAA determines that the sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this grant and associated grants.

36. Construction Safety Phasing Plan. In accordance with FAA Advisory Circular 150/5370-2G, Operational Safety on Airports During Construction, and any applicable amendment or update to the Advisory Circular, the sponsor understands and agrees that construction will not commence until FAA has approved the Construction Safety Phasing Plan and Points of Interest airspace case for the project(s) described in this grant, and the project application.

37. Fresno Special Term. Pursuant to the court's preliminary injunction in City of Fresno v. Turner, 3:25-cv-07070-RS (N.D. Calif.), ECF No. 46 (September 23, 2025), as amended by ECF No. 89 (Apr. 28, 2026), DOT will not be imposing or enforcing the challenged conditions * or any materially similar terms and conditions, to any grant funds awarded, directly or indirectly, to the DOT Plaintiffs and subrecipients, or otherwise rescinding, withholding, cancelling, not processing, pausing, freezing, impeding, blocking, cancelling, terminating, delaying, or conditioning DOT funds based on such conditions to the DOT Plaintiffs or their subrecipients while subject to an injunction. Further, DOT will not require the DOT Plaintiffs or their subrecipients to make any certification or other representation related to compliance with such terms and conditions nor will DOT refuse to issue, process, or sign grant agreements based on the DOT Plaintiffs' participation in this litigation. Should DOT prevail in the District Court or on appeal, then DOT will require that recipients agree to the original terms and conditions if they wish to continue with the grant in place. Further, pursuant to the ruling in *State of California v. Duffy,* 1:25-cv-00208-JJM-PAS (D.R.I.), DOT grant agreements have been modified to remove terms and conditions pertaining to cooperation with federal immigration enforcement.

*The challenged conditions include any grant condition that requires or obligates a plaintiff recipient to certify or otherwise agree that it does not operate any Diversity, Equity, and Inclusion (DEI) activities that violate antidiscrimination laws; that it does not promote gender ideology; that it is required to cooperate with federal immigration enforcement; or that otherwise requires compliance with the following Executive Orders: Executive Order (EO) 14151 (*Ending Radical and Wasteful Government DEI Programs and Preferencing*); EO 14168

(*Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government*); EO 14173 (*Ending Illegal Discrimination and Restoring Merit-Based Opportunity*); EO 14182 (*Enforcing the Hyde Amendment*); Executive Order No. 14218 (*Ending Taxpayer Subsidization of Open Borders*); Executive Order No. 14287 (*Protecting American Communities from Criminal Aliens*); and EO 14332 (*Improving Oversight of Federal Grantmaking*). Pursuant to the ruling in *State of California v. Duffy,* 1:25-cv-00208-JJM-PAS (D.R.I.), DOT grant agreements have been modified to remove terms and conditions pertaining to cooperation with federal immigration enforcement.

The sponsor's acceptance of this offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the sponsor, as hereinafter provided, and this offer and acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the sponsor with respect to the accomplishment of the project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the sponsor's acceptance of this offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[1]

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION

Amy Choi
Amy Choi (08/28/2026 13:16:41 PDT)

(Signature)

Amy Choi

(Typed Name)

Manager, SFO ADO

(Title of FAA Official)

[1] Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing offer, and does hereby accept this offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[2]

Dated _____

City of South Lake Tahoe
(Name of Sponsor)

_____
(Signature of Sponsor's Authorized Official)

By: _____
(Typed Name of Sponsor's Authorized Official)

Title: _____
(Title of Sponsor's Authorized Official)

[2] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, , acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of California. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; and Title 49, United States Code (USC), Chapters 471 and 475; 49 USC §§ 40101 et seq., and 48103; Consolidated Appropriations Act, 2024 (P.L. 118-42); Consolidated Appropriations Act, 2025 (P.L. 119-4); Consolidated Appropriations Act, 2026 (P.L. 119-75); FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.[3]

Dated at _____

By: _____
(Signature of Sponsor's Attorney)

[3] Knowingly and willfully providing false information to the Federal Government is a violation of 18 USC § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

ASSURANCES
AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, USC, subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this Grant Offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a Grant Offer of federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of federal funds for this grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 USC subtitle VII, as amended.
b. Davis-Bacon Act, as amended — 40 USC §§ 3141-3144, 3146, and 3147, et seq.[1]
c. Federal Fair Labor Standards Act – 29 USC § 201, et seq.
d. Hatch Act – 5 USC § 1501, et seq.[2]
e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 USC § 4601, et seq.[1, 2]
f. National Historic Preservation Act of 1966 – Section 106 – 54 USC § 306108.[1]
g. Archeological and Historic Preservation Act of 1974 – 54 USC § 312501, et seq.[1]
h. Native Americans Grave Repatriation Act – 25 USC § 3001, et seq.
i. Clean Air Act, P.L. 90-148, as amended – 42 USC § 7401, et seq.
j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 USC § 1451, et seq.
k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 USC § 4012a.[1]
l. 49 USC § 303, (formerly known as Section 4(f)).
m. Rehabilitation Act of 1973 – 29 USC § 794.
n. Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).
o. Americans with Disabilities Act of 1990, as amended, (42 USC § 12101 et seq.) (prohibits discrimination on the basis of disability).
p. Age Discrimination Act of 1975 – 42 USC § 6101, et seq.
q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
r. Architectural Barriers Act of 1968, as amended – 42 USC § 4151, et seq.[1]
s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 USC § 8373.[1]
t. Contract Work Hours and Safety Standards Act – 40 USC § 3701, et seq.[1]
u. Copeland Anti-kickback Act – 18 USC § 874.[1]

v. National Environmental Policy Act of 1969 – 42 USC § 4321, et seq.[1]

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 USC § 1271, et seq.

x. Single Audit Act of 1984 – 31 USC § 7501, et seq.[2]

y. Drug-Free Workplace Act of 1988 – 41 USC §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 USC 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 USC 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 USC 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 USC § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 USC § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 2 CFR Part 200 contains requirements for state and local governments receiving federal assistance. Any requirement levied upon state and local governments by this regulation shall apply where applicable to private sponsors receiving federal assistance under Title 49, United States Code.
[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal Government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 USC § 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors

of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the state in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance-Management.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 USC § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 USC §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 USC § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in

accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

   1. Operating the airport's aeronautical facilities whenever required;

   2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

   3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions

interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to ensure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and

2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers

which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the federal share of an airport development, airport planning or noise compatibility project for

which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

   1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

   2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor’s acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

   3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 USC § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 USC § 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 USC § 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

1. eliminate such adverse effect in a manner approved by the Secretary; or

2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4); creed and sex per 49 USC § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The (**City of South Lake Tahoe**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

   1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in federally-assisted programs of the Department of Transportation (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 as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability 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.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

   1. Reinvestment in an approved noise compatibility project;

   2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);

   3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;

   4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or

   5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

   If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United

States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;
2. Reinvestment in an approved project that is eligible for grant funding under 49 USC § 47117(e);
3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 USC §§ 47114, 47115, or 47117;
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received federal funds under Chapter 471 subchapter 1 of Title 49 USC, it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (https://www.faa.gov/airports/aip/aip_pfc_checklist) for AIP projects as of May 20, 2026.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises (DBE)/Airport Concessions Disadvantage Business Enterprise (ACDBE) Program.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 USC §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 USC § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

1. Describes the requests;

2. Provides an explanation as to why the requests could not be accommodated; and
3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with, 100-octane low lead aviation gasoline.

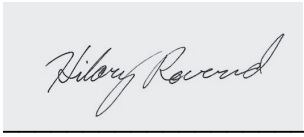
b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 USC § 46301(a)(8).

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 13

Agenda Item: Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Lukins Brothers Water Company, Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Tahoe Water Company

Executive Summary: On June 16, 2026, On June 16, 2026, Council passed a Resolution indicating the Cityâ€™s intent to award a 25-year Franchise to both Lukins Brothers Water Company and Tahoe Keys Water Company. August 11, 2026 was the day for the public hearing and first reading of the ordinance to award both Franchise Agreements.

Requested Action / Suggested Motions: Waive Second Reading and Pass an Ordinance to award a Franchise Agreement to Lukins Brothers Water Company and Waive Second Reading and Pass an Ordinance to award a Franchise Agreement to Tahoe Keys Water Company.

Responsible Staff Member: Sergio Rudin, Interim City Attorney and Mohammad Qureshi, Director of Public Works

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

01-Staff-Report_Ordinance_Lukins_TKWC_Franchise_Agreements__2_.docx
02_Lukins_Water_Franchise_Ordinance.docx
03_TKWC_Franchise_Ordinance.docx
04-Public Notice Franchise Agreements.pdf
05-C-42-16.pdf
06-C-65-17.pdf

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Lukins Brothers Water Company, Waive Second Reading and Adopt Ordinance Approving Award of Franchise Agreement to Tahoe Water Company

Location: Citywide

Responsible Staff Member: Sergio Rudin, Interim City Attorney and Mohammad Qureshi, Director of Public Works

Background:
The Franchise Act of 1937, as codified in the California Public Utilities Code Division 3, authorizes local governments to issue Franchises for oil, gas, and water.

In 1966, the City adopted Ordinance 1966-53 which granted Lukins Brothers Water Company a 50-year Franchise Agreement (C-42-16). The agreement expired in April 2016. A new Franchise Agreement with a stated effective date of June 21, 2016 and was accepted by the Franchisee on July 29, 2016. The Agreement was for a 10-year period and has expired at this point.

In 2017, the City granted a Franchise Agreement to Tahoe Keys Water Company (C-65-17). The agreement was accepted by the Franchisee on October 20, 2016 but was not awarded by Council until July 11, 2017. The Agreement stated an effective date of June 21, 2016 with a 10-year period. This Agreement has also expired at this point.

On June 16, 2026, Council passed a resolution indicating the City's intent to award a 25-year Franchise to both Lukins Brothers Water Company and Tahoe Keys Water Company. The public hearing and first reading of the ordinance to award both Franchise Agreements was conducted on August 11, 2006 pursuant to the resolution of intent..

Issue and Discussion:

Pursuant to Public Utilities Code section 6234, Council is required to hold a public hearing to receive written protests or hear protests during the hearing. Once Council has determined that any such protests are insufficient, or have been overruled or denied, then they may grant the Franchise Agreement by adoption of an ordinance.

The City Attorney's office negotiated with both water companies to develop new Franchise Agreements. The agreements are attached to the ordinances.

Since the ordinances are for a finite duration, they will not be codified into the Municipal Code but will be retained in the City Clerk's records as adopted ordinances.

Financial Implications:

Under the Franchise Agreements, both water companies will pay an annual fee in the amount of two percent (2%) of Grantee's gross annual water revenue collected arising from the use, operation or possession of this Franchise derived from the sale of utility service within the limits of the City under this Franchise. This amount is prescribed under the Franchise Act of 1937.

Environmental Considerations:
The approval of a utility franchise agreement is categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15061(b)(3) as the water utility infrastructure is already existing and approval of the agreement will not result in a change in the environment.

Policy Implications:
This action supports the City’s Strategic Priority No. 2 of Efficient Government

ORDINANCE NO. 2026-XXX

Adopted by the City of South Lake Tahoe
City Council

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH LAKE TAHOE GRANTING A WATER FRANCHISE TO LUKINS BROTHERS WATER COMPANY, INC. AND APPROVING A FRANCHISE AGREEMENT

FINDINGS

A. Lukins Brothers Water Company, Inc. provides water service within the City of South Lake Tahoe and uses City public rights-of-way for its water system facilities.

B. Lukins Brothers Water Company, Inc. requested renewal of its water franchise pursuant to the Franchise Act of 1937, Public Utilities Code section 6201 et seq.

C. On June 16, 2026, the City Council adopted Resolution No. 2026-056 declaring its intention to grant the franchise and setting a public hearing on objections to the proposed franchise, in accordance with Public Utilities Code section 6232.

D. The City Clerk caused notice of the public hearing to be published as required by Public Utilities Code sections 6232 and 6233.

E. On August 11, 2026, the City Council conducted the noticed public hearing, received all written and oral objections, if any, and determined that no sufficient protest or objection precluded granting the franchise.

F. The proposed Franchise Agreement with Lukins Brothers Water Company, Inc., attached as Exhibit A, provides for a 25-year franchise, a franchise fee equal to two percent of gross annual water revenue collected from utility service within the City, and other terms governing the use of City public rights-of-way.

G. The City Council finds that granting the franchise to Lukins Brothers Water Company, Inc. on the terms set forth in Exhibit A is in the public interest.

NOW, THEREFORE, the City Council of the City of South Lake Tahoe does ordain as follows:

SECTION 1. The findings set forth above are true and correct and are incorporated into this Ordinance.

SECTION 2. The City Council hereby approves the Franchise Agreement attached as Exhibit A and, pursuant to Public Utilities Code section 6234, grants to Lukins Brothers Water Company, Inc., and its successors and assigns, the water franchise described therein.

SECTION 3. The Mayor is authorized and directed to execute the Franchise Agreement attached as Exhibit A on behalf of the City and the City Manager is authorized to take all actions reasonably necessary to administer and implement the Agreement.

SECTION 4. Approval of this Ordinance is exempt from the California Environmental Quality Act under State CEQA Guidelines section 15061(b)(3) because this Ordinance renews an existing water franchise, does not approve any specific construction or expansion, and any future work in City public rights-of-way remains subject to separate permitting and environmental review, as applicable.

SECTION 5. The franchise granted by this Ordinance shall become effective on the effective date of this Ordinance, provided Lukins Brothers Water Company has filed its written acceptance of the

franchise with the City Clerk pursuant to Public Utilities Code section 6235. If the written acceptance has not been filed by the effective date of this Ordinance, the franchise shall become effective upon the filing of the written acceptance.

SECTION 6. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is held invalid or unconstitutional by a court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, and portion thereof regardless of the fact that any one or more portions are declared invalid or unconstitutional.

SECTION 7. The City Clerk shall certify to the adoption of this Ordinance and cause it to be published or posted as required by law.

SECTION 8. This Ordinance shall take effect 30 days after its adoption.

Adopted by the City of South Lake Tahoe City Council on _____, 2026 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____

Cody Bass, Mayor

ATTEST:

_____
Susan Blankenship, City Clerk

First Reading:
Published:
Second Reading:
Effective:

EXHIBIT A

FRANCHISE AGREEMENT.
BETWEEN
LUKINS BROTHERS WATER COMPANY, INC.
AND
THE CITY OF SOUTH LAKE TAHOE

Section 1 - Grant of Franchise

In accordance with and subject to all applicable provisions of Division 3, Chapter 2 of the California Public Utilities Code **("Code"),** the City of South Lake Tahoe, California **("City")** hereby grants to Lukins Brothers Water Company, Inc. **("Lukins"),** a corporation organized and existing under and by virtue of the laws of the State of California **("Grantee"),** its successors and assigns, the right and privilege to construct, install, maintain, use, operate, repair and replace its water system and water system facilities, as defined below, upon, over, along, across and under the present and future public rights-of-way (the **"Franchise").** These public rights-of-way include, but are not limited to, present and future roads, streets, avenues, alleys, ways, highways, bridges, public utility easements granted by the City and public places within the City **("Public Right(s)-of-Way").** Grantee's water system is for the purpose of supplying water for any and all purposes to the City, its successors, the inhabitants thereof, and all individuals and entities either within or beyond the limits thereof. Grantee's water system includes a transmission and distribution system of mains, pipelines and conduits, together with all necessary or desirable appurtenances including, but not limited to, pipes, laterals, service lines, pumps, manholes, meters, gauges, valves, traps, fences, vaults, regulators, regulator stations, appliances, attachments and related equipment, facilities, appurtenances and/or property for the purpose of supplying water (individually, and collectively, **"Water System Facilities").** Grantee shall have the right to install, maintain, construct, operate, use, repair or replace any or all of its Water System Facilities from time to time as may be necessary or proper.

Section 2 - Term

The Effective Date of this Franchise shall be June 21, 2026. This Franchise shall continue and remain in full force and effect for twenty five (25) years or until it shall, with the consent of the California Public Utilities Commission, be voluntarily surrendered or abandoned by Grantee, or until the State of California or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of this Franchise and situated within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or until this Franchise is forfeited by Grantee for non-compliance with its terms.

Section 3 - Manner of Installation, Construction and Maintenance

3.1 Grantee shall install, construct and maintain its Water System Facilities in a good and workmanlike manner and in conformity with all applicable federal, state, regional and local laws and regulations, including the ordinances and rules adopted by the legislative body of the City in the exercise of its police powers and not in conflict with the paramount authority of the State of California. Grantee shall apply for and obtain from City a permit for (a) all new and replacement main extensions in excess of 250 lineal feet; and (b) all activities that result in the placement of more than 100 square feet of paved Public Right-of-Way. Grantee may perform any and all other work in the Public Right-of-Way(s) under an annual permit granted by the City pursuant to South Lake Tahoe City Code section 7.05.310, as may be amended; provided that requests by Grantee for an annual permit shall be submitted to the City annually

prior to May 1st. Notwithstanding anything to the contrary contained herein, Grantee shall have the right to undertake without delay such emergency activities necessary to provide for and maintain the reliability and safety of its Water System Facilities. If such action is required, Grantee shall advise City of the work performed to maintain its system as soon as is practicable, but no later than two (2) business days after work is initiated.

3.2 Grantee shall keep installation records of the location of all Water System Facilities in the Public Rights-of-Way. City agrees that records of the location or design of the Water System Facilities are proprietary to Grantee and City shall not release nor make available any records to any outside party without the express, written permission of Grantee. Upon the City's prior written request, Grantee shall provide for City's internal use only the approximate horizontal location of Grantee's Water System Facilities within specified areas of the Public Rights of Way in either non-editable electronic format (i.e., .pdf file) or a hardcopy/paper format for purposes of permitting and design of City-owned facilities and managing the Public Rights of Way.

Section 4 - Restoration; Repair

4.1 If, in the construction, maintenance or operation of its water system and/or water system facilities, Grantee damages or disturbs the surface or subsurface of any public road, then Grantee shall, within a reasonable time, but in no case later than ninety (90) days (weather permitting), restore the surface or subsurface of the public road as required by City development standards in effect at that time unless Grantee obtains a waiver from City. Nothing in this Franchise Agreement shall be construed as constituting a contractual obligation on the part of Grantee that assumes jurisdiction over, or the obligation to maintain, such public road.

4.2 Grantee shall pay to the City upon demand the cost of repairs to City public property caused by Grantee's operations under this Franchise.

Section 5 - Franchise Fee

5.1 In lieu of any license fees, permit fees or other fees or taxes (including but not limited to plan review, inspection, but excluding general ad valorem property taxes which must be paid by Grantee) being imposed on Grantee by City, Grantee shall pay to City a franchise fee **("Franchise Fee").** The amount of the Franchise Fee paid by Grantee shall be a sum equal to two percent (2%) of Grantee's gross annual water revenue collected arising from the use, operation or possession of this Franchise derived from the sale of utility service within the limits of the City under this Franchise. Payment of the Franchise Fee shall constitute full and sole consideration for the rights granted under this Franchise.

5.2 Grantee shall file with the City Clerk within three (3) months after expiration of the first calendar year (or first fractional calendar year, as applicable) following the Effective Date, and within three months after the expiration of each calendar year thereafter, a verified statement showing in detail the total gross receipts of Grantee, its successors or assigns, during the preceding calendar year from the sale of water within the City. Grantee shall pay to the City within fifteen (15) days after the time for filing each statement of gross receipts, in lawful money of the United States, the specified percentage of its gross receipts for the calendar year (or fractional calendar year) covered by such statement. Any neglect, omission or refusal by Grantee to file the verified statement, or to pay the Franchise Fee at the time or in the manner provided constitutes grounds for the declaration of a forfeiture of this Franchise.

Section 6 - Publication Costs

Grantee shall pay to the City, within thirty (30) days after the City has furnished Grantee with a written statement of such expenses, a sum sufficient to reimburse it for the actual cost of all publication expenses incurred in granting this Franchise.

Section 7 - Relocation of Facilities

7.1 Grantee shall, upon written request by City, relocate, without expense to the City, any of its Water System Facilities located in the Public Rights-of-Way if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place by the City, including the construction of any subway or viaduct by the City **("City Project")** due to the fact that the Water System Facilities are in direct, physical conflict with the City Project which conflict cannot be avoided by the City with reasonable and diligent efforts. In the event the City Project is paid for totally or in part with non-City funds (excluding grant funding that expressly prohibits payment of or reimbursement for utility relocation costs), then the Grantee's costs of moving its Water System Facilities shall be borne by the source of the non-City funds in the same ratio as the non-City funds bear to the total City Project cost; however, Grantee shall not be required to commence such work until Grantee receives such amount from the source of non-City funds in cash or other manner reasonably acceptable to Grantee. To the extent that a relocation results in a replacement of existing Lukins infrastructure, pipeline and appurtenances, but not the land or easement, shall belong to Lukins.

7.2 Whenever the City requests Grantee to relocate Grantee's Water System Facilities, City and Grantee will cooperate on the planning for the relocation and selection of a new location for any affected Water System Facilities to minimize the cost of such relocation and/or disruption of Grantee's water system operations. Grantee shall complete such relocation within one hundred eighty (180) days (weather permitting) after (i) City has provided written notice to Grantee approving the proposed location and design, and (ii) all required permits for the relocation (including any amendments or modifications to permits) have been issued by permitting agencies. A reasonable extension may be provided upon mutual agreement of both parties.

7.3 If City requires Grantee to relocate any Water System Facilities located in private easements, then the costs and expenditures associated with purchasing a new private easement of comparable value shall be borne by City. The location of the new easement shall be reasonably acceptable to Grantee.

7.4 City shall disclose to Grantee with as much advance notice as is practicable any proposed development or construction that may impact Grantee's Water System Facilities. City further agrees to coordinate with Grantee, and to use reasonable and diligent efforts to avoid, to the extent possible, a conflict with such facilities requiring relocation thereof. Except in the event of an emergency posing an immediate threat to public safety or welfare, Grantee shall not be required to relocate, at Grantee's cost, any Water System Facilities within one year of construction or relocation of such facilities paid for by Grantee.

7.5 If relocation of any Water System Facilities is required or requested due to the actions or inactions of any party other than the City, the third party shall be responsible for the cost of such relocation. Grantee shall not be required to commence such work until such time that Grantee receives such relocation costs in cash or adequate assurances of compensation reasonably acceptable to Grantee.

7.6 City will not exercise its right to require any of Grantee's Water System Facilities to be relocated in an unreasonable or arbitrary manner, or to avoid its obligations under this Franchise.

7.7 Grantee's obligations under this Section 7 shall remain in effect only so long as the City retains jurisdiction over and the obligation to maintain such applicable Public Right-of-Way or City property.

Section 8 - Damages; Indemnification

Grantee shall be liable for all damages proximately resulting from Grantee's failure to well and faithfully observe and perform the provisions of this Franchise and the provisions of Division 3, Chapter 2 of the Code; and shall indemnify and hold harmless the City and its officers from all liability for damages proximately resulting from Grantee's operations under this Franchise; provided that such liability is not the result of any willful misconduct or grossly negligent acts of City. Grantee shall receive from City full, complete and prompt notice of any and all such claims or demands as are hereby indemnified.

Section 9 - Franchise in Lieu of Others

This Franchise is made in lieu of all other franchises, rights or privileges owned by Grantee, or any successor of Grantee to any rights under this Franchise, for transmitting and distributing water within the limits of the City, as said limits now or hereafter exist, except any franchise derived under Section 19 of Article XI of the Constitution of the State of California as that section existed prior to its amendment adopted October 10, 1911. The acceptance of this Franchise as granted shall operate as an abandonment of all such franchises, rights and privileges within the limits of the City, as such limits now or may hereafter exist, in lieu of which this Franchise is granted.

Section 10 - Forfeiture for Non-Compliance

10.1 If Grantee shall fail, neglect or refuse to comply with any of the provisions or conditions of this Franchise, and does not within twenty (20) days after receipt of written demand from City for compliance commence the work of compliance, or after commencing such work, fails to prosecute the work to completion with due diligence, City may declare the franchise forfeited. City may bring an action in its own name for such forfeiture.

10.2 In the event Grantee's performance of any of the terms, conditions or obligations required by this Franchise Agreement is prevented by an event of Force Majeure, such inability to perform shall be deemed excused and no liquidated damages or sanctions shall be imposed as a result thereof, but only to the extent such Force Majeure Event prevents Grantee from performing its Franchise obligations. "Force Majeure Event" shall include acts of war, sabotage, riots or civil disturbances, restraints imposed by order of a governmental agency or court, explosions, acts of public enemies, labor strikes and natural disasters such as floods, earthquakes, landslides, and fires.

Section 11 - City Rights Reserved

This Franchise shall not in any way impair or affect the right of City to acquire the property of Grantee by purchase or condemnation, and nothing herein contained shall be construed to contract away, modify or abridge, either for a term or in perpetuity, City's right of eminent domain in respect to any public utility. This Franchise shall not be given any value before any court or other public authority in any proceeding in excess of the cost to Grantee of the necessary publication and any other sum paid therefor to City at the time of acquisition.

Section 12 - Consent to Assignment

The rights, privileges and Franchise hereby granted may be transferred or assigned by Grantee in

whole or in part to any person certified by the California Public Utilities Commission to assume the duties and obligations of Grantee under this Franchise. Grantee shall file with the City's legislative body within thirty (30) days after any sale, transfer, assignment, or lease of the Franchise or any part thereof, or any of the rights or privileges granted thereby, written evidence of the transaction certified to by Grantee or its duly authorized officers.

Section 13 - Franchise: Exclusive as to Water Service Only

This Franchise is exclusive as to water service only within the Water System and Service Boundary Area as determined by the California Public Utilities Commission and nothing herein contained shall be construed to (i) prevent the City from granting similar rights or privileges to any other person, firm or corporation, or (ii) to deny or lessen the City's power and privileges granted by law.

Section 14 – Mediation Procedures

14.1 Mandatory Non-Binding Mediation. If a dispute arises out of, or relates to this Franchise, Agreement or the breach thereof, and if said dispute cannot be settled through normal contract negotiations, the Parties agree to first endeavor to settle the dispute in an amicable manner, using mandatory mediation under the Mediation Rules of the American Arbitration Association or any other neutral organization agreed upon before seeking recourse in a court of law.

14.2 Mandatory Mediation Costs. The expenses of witnesses for either side shall be paid by the Party producing such witnesses. All other reasonable expenses of the mediation, including required traveling and expenses of the mediator, and the cost of any proofs or expert advice produced at the direct request of the mediator, shall be borne equally by the Parties, unless they agree otherwise.

14.3 Selection of Mediator. A single mediator that is acceptable to both Parties shall be used to mediate the dispute. The mediator will be knowledgeable about public water systems as defined in the California Safe Drinking Water Act, California Health & Safety Code section 116275(h), and may be selected from lists furnished by the American Arbitration Association (“AAA”) or any other agreed upon mediator. To initiate mediation, the initiating Party shall serve a request for mediation on the opposing Party. If the mediator is selected from a list provided by AAA, the initiating party shall concurrently file with AAA a request for mediation along with the appropriate fees; a list of three requested mediators marked in preference order, and a preference for available dates.

14.3.1 If AAA is selected to coordinate the mediation (“Administrator”), within ten (10) working days from the receipt of the initiating Party's request for mediation, the opposing Party shall file the following: a list of preferred mediators listed in preference order, after striking any mediators to which they have any factual objection, and a preference for available dates. If the opposing party strikes all of initiating Party's preferred mediators, opposing Party shall submit a list of three preferred mediators listed in preference order to initiating Party and Administrator. Initiating Party shall file a list of preferred mediators listed in preference order, after striking any mediator to which they have any factual objection. This process shall continue until both sides have agreed upon a mediator.

14.3.2 The Administrator will appoint or the Parties shall agree upon the highest, mutually preferred, mediator from the individual parties’ lists who is available to serve within the designated time frames.

14.3.3 If the parties agree not to use AAA, then a mutually agreed upon mediator, date and place for the mediation shall be agreed upon.

14.4 Conduct of Mediation Sessions. Mediation hearings will be conducted in an informal manner and discovery will not be allowed. All discussions, statements, or admissions will be confidential to the Party's legal position. The Parties may agree to exchange any information they deem necessary.

14.4.1 Both Parties must have an authorized representative attend the mediation. Each representative must have the authority to recommend entering into a settlement. Either Party may have attorney(s) or expert(s) present. Upon reasonable demand, either Party may request and receive a list of witnesses and notification whether attorney(s) will be present.

14.4.2 Any agreements resulting from mediation shall be documented, in writing. All mediation results and documentation, by themselves, shall be "non-binding" and inadmissible for any purpose in any legal proceeding, unless such admission is otherwise agreed upon, in writing, by both Parties. Mediators shall not be subject to any subpoena or liability and their actions shall not be subject to discovery.

Section 15 - Independent Provisions

If any section, paragraph, clause, phrase or provision of this Franchise Agreement shall be adjudged invalid or unconstitutional, the same shall not affect the validity of this Franchise Agreement as a whole or any part of the provisions hereof other than the part so adjudged to be invalid or unconstitutional.

The undersigned, Mayor and City Council, City of South Lake Tahoe, California, pass and adopt this Franchise Agreement this _____ day of _____, 2026.

CITY OF SOUTH LAKE TAHOE	LUKINS BROTHERS WATER COMPANY, INC. A California corporation
By: _____	By: _____
Dated: _____	Dated: _____

ACCEPTANCE OF FRANCHISE

On the ____day of _____ 2026, the Mayor and City Council of the City of South Lake Tahoe execute this Franchise Agreement granting Lukins Water Company, Inc., a California corporation, a franchise within certain property located in the City of South Lake Tahoe for the purpose of providing domestic water service in the City, by and between the City and Lukins. Pursuant to Section 6235 of the California Public Utilities Code. Lukins hereby accepts said franchise, which shall be effective upon the filing of this acceptance with the City Clerk.

Executed this _____day of _____, 2026.

LUKINS BROTHERS WATER COMPANY, INC.,
a California corporation

By:_____

ORDINANCE NO. 2026-XXX

Adopted by the City of South Lake Tahoe City Council

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH LAKE TAHOE GRANTING A WATER FRANCHISE TO TAHOE KEYS WATER COMPANY AND APPROVING A FRANCHISE AGREEMENT

FINDINGS

A. Tahoe Keys Water Company provides water service within the City of South Lake Tahoe and uses City public rights-of-way for its water system facilities.

B. Tahoe Keys Water Company requested renewal of its water franchise pursuant to the Franchise Act of 1937, Public Utilities Code section 6201 et seq.

C. On June 16, 2026, the City Council adopted Resolution No. 2026-056 declaring its intention to grant the franchise and setting a public hearing on objections to the proposed franchise, in accordance with Public Utilities Code section 6232.

D. The City Clerk caused notice of the public hearing to be published as required by Public Utilities Code sections 6232 and 6233.

E. On August 11, 2026, the City Council conducted the noticed public hearing, received all written and oral objections, if any, and determined that no sufficient protest or objection precluded granting the franchise.

F. The proposed Franchise Agreement with Tahoe Keys Water Company, attached as Exhibit A, provides for a 25-year franchise, a franchise fee equal to two percent of gross annual water revenue collected from utility service within the City, and other terms governing the use of City public rights-of-way.

G. The City Council finds that granting the franchise to the Tahoe Keys Water Company on the terms set forth in Exhibit A is in the public interest.

NOW, THEREFORE, the City Council of the City of South Lake Tahoe does ordain as follows:

SECTION 1. The findings set forth above are true and correct and are incorporated into this Ordinance.

SECTION 2. The City Council hereby approves the Franchise Agreement attached as Exhibit A and, pursuant to Public Utilities Code section 6234, grants to Tahoe Keys Water Company, and its successors and assigns, the water franchise described therein.

SECTION 3. The Mayor is authorized and directed to execute the Franchise Agreement attached as Exhibit A on behalf of the City and the City Manager is authorized to take all actions reasonably necessary to administer and implement the Agreement.

SECTION 4. Approval of this Ordinance is exempt from the California Environmental Quality Act under State CEQA Guidelines section 15061(b)(3) because this Ordinance renews an existing water franchise, does not approve any specific construction or expansion, and any future work in City public rights-of-way remains subject to separate permitting and environmental review, as applicable.

SECTION 5. The franchise granted by this Ordinance shall become effective on the effective date of this Ordinance, provided Tahoe Keys Water Company has filed its written acceptance of

the franchise with the City Clerk pursuant to Public Utilities Code section 6235. If the written acceptance has not been filed by the effective date of this Ordinance, the franchise shall become effective upon the filing of the written acceptance.

SECTION 6. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is held invalid or unconstitutional by a court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase, and portion thereof regardless of the fact that any one or more portions are declared invalid or unconstitutional.

SECTION 7. The City Clerk shall certify to the adoption of this Ordinance and cause it to be published or posted as required by law.

SECTION 8. This Ordinance shall take effect 30 days after its adoption.

Adopted by the City of South Lake Tahoe City Council on _____, 2026 by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____

Cody Bass, Mayor

ATTEST:

_____
Susan Blankenship, City Clerk

First Reading:
Published:
Second Reading:
Effective:

EXHIBIT A

FRANCHISE AGREEMENT
BETWEEN
TAHOE KEYS WATER COMPANY
AND
THE CITY OF SOUTH LAKE TAHOE

Section 1 - Grant of Franchise

In accordance with and subject to all applicable provisions of Division 3, Chapter 2 of the California Public Utilities Code ("**Code**"), the City of South Lake Tahoe, California ("**City**") hereby grants to Tahoe Keys Water Company ("**Tahoe Keys**"), a corporation organized and existing under and by virtue of the laws of the State of California ("**Grantee**"), its successors and assigns, the right and privilege to construct, install, maintain, use, operate, repair and replace its water system and water system facilities, as defined below, upon, over, along, across and under the present and future public rights-of-way (the "**Franchise**"). These public rights-of-way include, but are not limited to, present and future roads, streets, avenues, alleys, ways, highways, bridges, public utility easements granted by the City and public places within the City ("**Public Right(s)-of-Way**"). Grantee's water system is for the purpose of supplying water for any and all purposes to the City, its successors, the inhabitants thereof, and all individuals and entities either within or beyond the limits thereof. Grantee's water system includes a transmission and distribution system of mains, pipelines and conduits, together with all necessary or desirable appurtenances including, but not limited to, pipes, laterals, service lines, pumps, manholes, meters, gauges, valves, traps, fences, vaults, regulators, regulator stations, appliances, attachments and related equipment, facilities, appurtenances and/or property for the purpose of supplying water (individually, and collectively, "**Water System Facilities**"). Grantee shall have the right to install, maintain, construct, operate, use, repair or replace any or all of its Water System Facilities from time to time as may be necessary or proper.

Section 2 – Term

The Effective Date of this Franchise shall be June 21, 2026. This Franchise shall continue and remain in full force and effect for twenty-five (25) years or until it shall, with the consent of the California Public Utilities Commission, be voluntarily surrendered or abandoned by Grantee, or until the State of California or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of this Franchise and situated within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or until this Franchise is forfeited by Grantee for non-compliance with its terms.

Section 3 – Manner of Installation, Construction and Maintenance

3.1 Grantee shall install, construct and maintain its Water System Facilities in a good and workmanlike manner and in conformity with all applicable federal, state, regional and local laws and regulations, including the ordinances and rules adopted by the legislative body of the City in the exercise of its police powers and not in conflict with the paramount authority of the State of California. Grantee shall apply for and obtain from City a permit for (a) all new and replacement main extensions in excess of 250 lineal feet; and (b) all activities that result in the placement of more than 100 square feet of paved Public Right-of-Way. Grantee may perform any and all other work in the Public Right-of-Way(s) under an annual permit granted by the City pursuant to South Lake Tahoe City Code section 7.05.310, as may be amended; provided that requests by Grantee for a blanket permit shall be submitted to the City annually prior to May 1st. Notwithstanding anything to the contrary contained herein, Grantee shall have the right to undertake without delay such emergency activities necessary to provide for and maintain the reliability and safety of its

Water System Facilities. If such action is required, Grantee shall advise City of the work performed to maintain its system as soon as is practicable, but no later than two (2) business days after work is initiated.

3.2 Grantee shall keep installation records of the location of all Water System Facilities in the Public Rights-of-Way. City agrees that records of the location or design of the Water System Facilities are proprietary to Grantee and City shall not release nor make available any records to any outside party without the express, written permission of Grantee. Upon the City's prior written request, Grantee shall provide for City's internal use only the approximate horizontal location of Grantee's Water System Facilities within specified areas of the Public Rights of Way in either non-editable electronic format (i.e., .pdf file) or a hardcopy/paper format for purposes of permitting and design of City-owned facilities and managing the Public Rights of Way.

Section 4 – Restoration; Repair

4.1 If, in the construction, maintenance or operation of its water system and/or water system facilities, Grantee damages or disturbs the surface or subsurface of any public road, then Grantee shall, within a reasonable time, but in no case later than ninety (90) days (weather permitting), restore the surface or subsurface of the public road as required by City development standards in effect at that time. Nothing in this Franchise Agreement shall be construed as constituting a contractual obligation on the part of Grantee that assumes jurisdiction over, or the obligation to maintain, such public road.

4.2 Grantee shall pay to the City upon demand the cost of repairs to City public property caused by Grantee's operations under this Franchise.

Section 5 - Franchise Fee

5.1 In lieu of any license fees, permit fees or other fees or taxes (including but not limited to plan review, inspection, but excluding general ad valorem property taxes which must be paid by Grantee) being imposed on Grantee by City, Grantee shall pay to City a franchise fee ("**Franchise Fee**"). The amount of the Franchise Fee paid by Grantee shall be a sum equal to two percent (2%) of Grantee's gross annual water revenue collected arising from the use, operation or possession of this Franchise derived from the sale of utility service within the limits of the City under this Franchise. Payment of the Franchise Fee shall constitute full and sole consideration for the rights granted under this Franchise.

5.2 Grantee shall file with the City Clerk within three (3) months after expiration of the first calendar year (or first fractional calendar year, as applicable) following the Effective Date, and within three months after the expiration of each calendar year thereafter, a verified statement showing in detail the total gross receipts of Grantee, its successors or assigns, during the preceding calendar year from the sale of water within the City. Grantee shall pay to the City within fifteen (15) days after the time for filing each statement of gross receipts, in lawful money of the United States, the specified percentage of its gross receipts for the calendar year (or fractional calendar year) covered by such statement. Any neglect, omission or refusal by Grantee to file the verified statement, or to pay the Franchise Fee at the time or in the manner provided constitutes grounds for the declaration of a forfeiture of this Franchise.

Section 6 – Publication Costs

Grantee shall pay to the City, within thirty (30) days after the City has furnished Grantee with a written statement of such expenses, a sum sufficient to reimburse it for the actual cost of all publication expenses incurred in granting this Franchise.

Section 7 - Relocation of Facilities

7.1 Grantee shall, upon written request by City, relocate, without expense to the City, any of its Water System Facilities located in the Public Rights-of-Way if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place by the City, including the construction of any subway or viaduct by the City ("**City Project**") due to the fact that the Water System Facilities are in direct, physical conflict with the City Project which conflict cannot be avoided by the City with reasonable and diligent efforts. In the event the City Project is paid for totally or in part with non-City funds (excluding grant funding that expressly prohibits payment of or reimbursement for utility relocation costs), then the Grantee's costs of moving its Water System Facilities shall be borne by the source of the non-City funds in the same ratio as the non-City funds bear to the total City Project cost; however, Grantee shall not be required to commence such work until Grantee receives such amount from the source of non-City funds in cash or other manner reasonably acceptable to Grantee. To the extent that a relocation results in a replacement of existing Tahoe Keys infrastructure, pipeline and appurtenances, but not the land or easement, shall belong to Tahoe Keys.

7.2 Whenever the City requests Grantee to relocate Grantee's Water System Facilities, City and Grantee will cooperate on the planning for the relocation and selection of a new location for any affected Water System Facilities to minimize the cost of such relocation and/or disruption of Grantee's water system operations. Grantee shall complete such relocation within one hundred eighty (180) days (weather permitting) after (i) City has provided written notice to Grantee approving the proposed location and design, and (ii) all required permits for the relocation (including any amendments or modifications to permits) have been issued by permitting agencies. A reasonable extension may be provided upon mutual agreement of both parties.

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7.4 City shall disclose to Grantee with as much advance notice as is practicable any proposed development or construction that may impact Grantee's Water System Facilities. City further agrees to coordinate with Grantee, and to use reasonable and diligent efforts to avoid, to the extent possible, a conflict with such facilities requiring relocation thereof. Except in the event of an emergency posing an immediate threat to public safety or welfare, Grantee shall not be required to relocate, at Grantee's cost, any Water System Facilities within one year of construction or relocation of such facilities paid for by Grantee.

7.5 If relocation of any Water System Facilities is required or requested due to the actions or inactions of any party other than the City, the third party shall be responsible for the cost of such relocation. Grantee shall not be required to commence such work until such time that Grantee receives such relocation costs in cash or adequate assurances of compensation reasonably acceptable to Grantee.

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14.3 Selection of Mediator. A single mediator that is acceptable to both Parties shall be used to mediate the dispute. The mediator will be knowledgeable about public water systems as defined in the California Safe Drinking Water Act, California Health & Safety Code section 116275(h), and may be selected from lists furnished by the American Arbitration Association ("**AAA**") or any other agreed upon mediator. To initiate mediation, the initiating Party shall serve a request for mediation on the opposing Party. If the mediator is selected from a list provided by AAA, the initiating party shall concurrently file with AAA a request for mediation along with the appropriate fees; a list of three requested mediators marked in preference order, and a preference for available dates.

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If any section, paragraph, clause, phrase or provision of this Franchise Agreement shall be adjudged invalid or unconstitutional, the same shall not affect the validity of this Franchise Agreement as a whole or any part of the provisions hereof other than the part so adjudged to be invalid or unconstitutional.

The undersigned, Mayor and City Council, City of South Lake Tahoe, California, pass and adopt this Franchise Agreement this ____ day of _____, 2026.

CITY OF SOUTH LAKE TAHOE	TAHOE KEYS WATER COMPANY A California corporation
By: _____ Mayor Cody Bass	By: _____
Dated: _____	Dated: _____

ACCEPTANCE OF FRANCHISE

On the _____ day of _____, 2026, the Mayor and City Council of the City of South Lake Tahoe executed this Franchise Agreement granting Tahoe Keys Water Company, a California corporation, a franchise within certain property located in the City of South Lake Tahoe for the purpose of providing domestic water service in the City, by and between the City and Tahoe Keys. Pursuant to Section 6235 of the California Public Utilities Code. Tahoe Keys hereby accepts said franchise, which shall be effective upon the filing of this acceptance with the City Clerk.

Executed this ____ day of _____, 2026.

TAHOE KEYS WATER COMPANY,
a California corporation

By:_____

Column

OFFICIAL AD PROOF

This is the proof of your ad scheduled to run in **Tahoe Daily Tribune** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(530) 541-3880**.

Notice ID: 6jmAXDyDKwCbc45zL3nc | **Proof Updated: Aug. 10, 2026 at 03:29pm PDT**
Notice Name: Ordinance Lukins TKWC Franchise First Reading | Publisher ID: 411997

See Proof on Next Page

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FILER	FILING FOR
CITY OF SOUTH LAKE TAHOE CITY CLERK sblankenship@cityofslt.us (530) 542-6005	Tahoe Daily Tribune

Columns Wide: 2 **Ad Class:** Legals

Total Column Inches: 9.18

Number of Lines: 46

08/14/2026: Other Notice	128.46
Internet Flat Fee Charge	40.00
Affidavit flat charge	10.00
Subtotal	$178.46
Tax	$0.00
Processing Fee	$0.00
Total	**$178.46**

LEGAL PUBLICATION

CITY OF SOUTH LAKE TAHOE
SUMMARY OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that on August 11, 2026, the City of South Lake Tahoe City Council waived first reading, read by title and referred to second reading and adoption to the September 8, 2026, City Council meeting the following ordinance:

"An Uncodified Ordinance Approving Franchise Agreements with Tahoe Keys Water Company and Lukins Brothers Water Company"

City Attorney's Summary of Ordinance:

"This ordinance would grant a franchise to Tahoe Keys Water Company and a franchise to Lukins Brothers Water Company under the Franchise Act of 1937 to allow both private utility companies to construct and use equipment such as water lines under the public streets within the City of South Lake Tahoe for a term of 25 years. The ordinance requires Tahoe Keys Water Company and Lukins Brothers Water Company to indemnify and hold harmless the City from liability for damages resulting from their operations under these franchises, and to pay the City an annual franchise fee of two percent of gross receipts arising from the use of this franchise, but not less than one percent of gross receipts derived from sale within the City of the utility service for which this franchise is awarded."

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.

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: August 14, 2026

FRANCHISE AGREEMENT
BETWEEN
LUKINS BROTHERS WATER COMPANY, INC.
AND
THE CITY OF SOUTH LAKE TAHOE

Section 1 - Grant of Franchise

In accordance with and subject to all applicable provisions of Division 3, Chapter 2 of the California Public Utilities Code ("**Code**"), the City of South Lake Tahoe, California ("**City**") hereby grants to Lukins Brothers Water Company, Inc. ("**Lukins**"), a corporation organized and existing under and by virtue of the laws of the State of California ("**Grantee**"), its successors and assigns, the right and privilege to construct, install, maintain, use, operate, repair and replace its water system and water system facilities, as defined below, upon, over, along, across and under the present and future public rights-of-way (the "**Franchise**"). These public rights-of-way include, but are not limited to, present and future roads, streets, avenues, alleys, ways, highways, bridges, public utility easements granted by the City and public places within the City ("**Public Right(s)-of-Way**"). Grantee's water system is for the purpose of supplying water for any and all purposes to the City, its successors, the inhabitants thereof, and all individuals and entities either within or beyond the limits thereof. Grantee's water system includes a transmission and distribution system of mains, pipelines and conduits, together with all necessary or desirable appurtenances including, but not limited to, pipes, laterals, service lines, pumps, manholes, meters, gauges, valves, traps, fences, vaults, regulators, regulator stations, appliances, attachments and related equipment, facilities, appurtenances and/or property for the purpose of supplying water (individually, and collectively, "**Water System Facilities**"). Grantee shall have the right to install, maintain, construct, operate, use, repair or replace any or all of its Water System Facilities from time to time as may be necessary or proper.

Section 2 – Term

The Effective Date of this Franchise shall be June 21, 2016. This Franchise shall continue and remain in full force and effect for ten (10) years or until it shall, with the consent of the California Public Utilities Commission, be voluntarily surrendered or abandoned by Grantee, or until the State of California or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of this Franchise and situated within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or until this Franchise is forfeited by Grantee for non-compliance with its terms.

Section 3 – Manner of Installation, Construction and Maintenance

3.1 Grantee shall install, construct and maintain its Water System Facilities in a good and workmanlike manner and in conformity with all applicable federal, state, regional and local laws and regulations, including the ordinances and rules adopted by the legislative body of the City in the exercise of its police powers and not in conflict with the paramount authority of the State of California. Grantee shall apply for and obtain from City a permit for (a) all new and replacement main extensions in excess of 500 lineal feet; and (b) all activities that result in the placement of more than 100 square feet of paved Public Right-of-Way. Grantee may perform any and all other work in the Public Right-of-Way(s) under a blanket annual permit granted by the City; provided that requests by Grantee for a blanket permit shall be submitted to the City annually

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7/19/16 CC Mtg.

prior to May 1st. Notwithstanding anything to the contrary contained herein, Grantee shall have the right to undertake without delay such emergency activities necessary to provide for and maintain the reliability and safety of its Water System Facilities. If such action is required, Grantee shall advise City of the work performed to maintain its system as soon as is practicable, but no later than two (2) business days after work is initiated.

3.2 Grantee shall keep installation records of the location of all Water System Facilities in the Public Rights-of-Way. City agrees that records of the location or design of the Water System Facilities are proprietary to Grantee and City shall not release nor make available any records to any outside party without the express, written permission of Grantee. Upon the City's prior written request, Grantee shall provide for City's internal use only the approximate horizontal location of Grantee's Water System Facilities within specified areas of the Public Rights of Way in either non-editable electronic format (i.e., .pdf file) or a hardcopy/paper format for purposes of permitting and design of City-owned facilities and managing the Public Rights of Way.

Section 4 – Restoration; Repair

4.1 If, in the construction, maintenance or operation of its water system and/or water system facilities, Grantee damages or disturbs the surface or subsurface of any public road, then Grantee shall, within a reasonable time, but in no case later than ninety (90) days (weather permitting), restore the surface or subsurface of the public road as required by City development standards in effect at that time. Nothing in this Franchise Agreement shall be construed as constituting a contractual obligation on the part of Grantee that assumes jurisdiction over, or the obligation to maintain, such public road.

4.2 Grantee shall pay to the City upon demand the cost of repairs to City public property caused by Grantee's operations under this Franchise.

Section 5 - Franchise Fee

5.1 In lieu of any license fees, permit fees or other fees or taxes (including but not limited to plan review, inspection, but excluding general ad valorem property taxes which must be paid by Grantee) being imposed on Grantee by City, Grantee shall pay to City a franchise fee ("**Franchise Fee**"). The amount of the Franchise Fee paid by Grantee shall be a sum equal to two percent (2%) of Grantee's gross annual water revenue collected arising from the use, operation or possession of this Franchise derived from the sale of utility service within the limits of the City under this Franchise. Payment of the Franchise Fee shall constitute full and sole consideration for the rights granted under this Franchise.

5.2 Grantee shall file with the City Clerk within three (3) months after expiration of the first calendar year (or first fractional calendar year, as applicable) following the Effective Date, and within three months after the expiration of each calendar year thereafter, a verified statement showing in detail the total gross receipts of Grantee, its successors or assigns, during the preceding calendar year from the sale of water within the City. Grantee shall pay to the City within fifteen (15) days after the time for filing each statement of gross receipts, in lawful money of the United States, the specified percentage of its gross receipts for the calendar year (or fractional calendar year) covered by such statement. Any neglect, omission or refusal by Grantee to file the verified statement, or to pay the Franchise Fee at the time or in the manner provided constitutes grounds for the declaration of a forfeiture of this Franchise.

Section 6 – Publication Costs

Grantee shall pay to the City, within thirty (30) days after the City has furnished Grantee with a written statement of such expenses, a sum sufficient to reimburse it for the actual cost of all publication expenses incurred in granting this Franchise.

Section 7 - Relocation of Facilities

7.1 Grantee shall, upon written request by City, relocate, without expense to the City, any of its Water System Facilities located in the Public Rights-of-Way if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place by the City, including the construction of any subway or viaduct by the City ("**City Project**") due to the fact that the Water System Facilities are in direct, physical conflict with the City Project which conflict cannot be avoided by the City with reasonable and diligent efforts. In the event the City Project is paid for totally or in part with non-City funds (excluding grant funding that expressly prohibits payment of or reimbursement for utility relocation costs), then the Grantee's costs of moving its Water System Facilities shall be borne by the source of the non-City funds in the same ratio as the non-City funds bear to the total City Project cost; however, Grantee shall not be required to commence such work until Grantee receives such amount from the source of non-City funds in cash or other manner reasonably acceptable to Grantee. To the extent that a relocation results in a replacement of existing Lukins infrastructure, pipeline and appurtenances, but not the land or easement, shall belong to Lukins.

7.2 Whenever the City requests Grantee to relocate Grantee's Water System Facilities, City and Grantee will cooperate on the planning for the relocation and selection of a new location for any affected Water System Facilities to minimize the cost of such relocation and/or disruption of Grantee's water system operations. Grantee shall complete such relocation within one hundred eighty (180) days (weather permitting) after (i) City has provided written notice to Grantee approving the proposed location and design, and (ii) all required permits for the relocation (including any amendments or modifications to permits) have been issued by permitting agencies. A reasonable extension may be provided upon mutual agreement of both parties.

7.3 If City requires Grantee to relocate any Water System Facilities located in private easements, then the costs and expenditures associated with purchasing a new private easement of comparable value shall be borne by City. The location of the new easement shall be reasonably acceptable to Grantee.

7.4 City shall disclose to Grantee with as much advance notice as is practicable any proposed development or construction that may impact Grantee's Water System Facilities. City further agrees to coordinate with Grantee, and to use reasonable and diligent efforts to avoid, to the extent possible, a conflict with such facilities requiring relocation thereof. Except in the event of an emergency posing an immediate threat to public safety or welfare, Grantee shall not be required to relocate, at Grantee's cost, any Water System Facilities within one year of construction or relocation of such facilities paid for by Grantee.

7.5 If relocation of any Water System Facilities is required or requested due to the actions or inactions of any party other than the City, the third party shall be responsible for the cost of such relocation. Grantee shall not be required to commence such work until such time that Grantee receives such relocation costs in cash or adequate assurances of compensation reasonably acceptable to Grantee.

7.6 City will not exercise its right to require any of Grantee's Water System Facilities to be relocated in an unreasonable or arbitrary manner, or to avoid its obligations under this Franchise.

7.7 Grantee's obligations under this Section 7 shall remain in effect only so long as the City retains jurisdiction over and the obligation to maintain such applicable Public Right-of-Way or City property.

Section 8 – Damages; Indemnification

Grantee shall be liable for all damages proximately resulting from Grantee's failure to well and faithfully observe and perform the provisions of this Franchise and the provisions of Division 3, Chapter 2 of the Code; and shall indemnify and hold harmless the City and its officers from all liability for damages proximately resulting from Grantee's operations under this Franchise; provided that such liability is not the result of any willful misconduct or grossly negligent acts of City. Grantee shall receive from City full, complete and prompt notice of any and all such claims or demands as are hereby indemnified.

Section 9 – Franchise in Lieu of Others

This Franchise is made in lieu of all other franchises, rights or privileges owned by Grantee, or any successor of Grantee to any rights under this Franchise, for transmitting and distributing water within the limits of the City, as said limits now or hereafter exist, except any franchise derived under Section 19 of Article XI of the Constitution of the State of California as that section existed prior to its amendment adopted October 10, 1911. The acceptance of this Franchise as granted shall operate as an abandonment of all such franchises, rights and privileges within the limits of the City, as such limits now or may hereafter exist, in lieu of which this Franchise is granted.

Section 10 – Forfeiture for Non-Compliance

If Grantee shall fail, neglect or refuse to comply with any of the provisions or conditions of this Franchise, and does not within twenty (20) days after receipt of written demand from City for compliance commence the work of compliance, or after commencing such work, fails to prosecute the work to completion with due diligence, City may declare the franchise forfeited. City may bring an action in its own name for such forfeiture.

Section 11 – City Rights Reserved

This Franchise shall not in any way impair or affect the right of City to acquire the property of Grantee by purchase or condemnation, and nothing herein contained shall be construed to contract away, modify or abridge, either for a term or in perpetuity City's right of eminent domain in respect to any public utility. This Franchise shall not be given any value before any court or other public authority in any proceeding in excess of the cost to Grantee of the necessary publication and any other sum paid therefor to City at the time of acquisition.

Section 12 - Consent to Assignment

The rights, privileges and Franchise hereby granted may be transferred or assigned by Grantee in whole or in part to any person certified by the California Public Utilities Commission to assume the duties and obligations of Grantee under this Franchise. Grantee shall file with the City's legislative body within thirty (30) days after any sale, transfer, assignment, or lease of the Franchise or any part thereof, or any of the rights or privileges granted thereby, written evidence of the transaction certified to by Grantee or its duly authorized officers.

Section 13 - Franchise; Exclusive as to Water Service Only

This Franchise is exclusive as to water service only within the Water System and Service Boundary Area as determined by the California Public Utilities Commission and nothing herein contained shall be construed to (i) prevent the City from granting similar rights or privileges to any other person, firm or corporation, or (ii) to deny or lessen the City's power and privileges granted by law.

Section 14 - Independent Provisions

If any section, paragraph, clause, phrase or provision of this Franchise Agreement shall be adjudged invalid or unconstitutional, the same shall not affect the validity of this Franchise Agreement as a whole or any part of the provisions hereof other than the part so adjudged to be invalid or unconstitutional.

The undersigned, Mayor and City Council, City of South Lake Tahoe, California, pass and adopt this Franchise Agreement this 19th day of July, 2016.

CITY OF SOUTH LAKE TAHOE

By: Wendy David
Mayor Wendy David

Dated: July 20, 2016

LUKINS BROTHERS WATER COMPANY, INC.
A California corporation

By: Danny L Lukins
Danny Lukins

Dated: July 29, 2016

ATTEST:
Susan Alessi, City Clerk

CITY OF SOUTH LAKE TAHOE 19 65 CALIFORNIA

ACCEPTANCE OF FRANCHISE

On the 29 day of July, 2016, the Mayor and City Council of the City of South Lake Tahoe executed this Franchise Agreement granting Lukins Water Company, Inc., a California corporation, a franchise within certain property located in the City of South Lake Tahoe for the purpose of providing domestic water service in the City, by and between the City and Lukins. Pursuant to Section 6235 of the California Public Utilities Code. Lukins hereby accepts said franchise, which shall be effective upon the filing of this acceptance with the City Clerk.

Executed this 29 day of July, 2016.

LUKINS BROTHERS WATER COMPANY, INC.,
a California corporation

By: _____
Danny Lukins

FRANCHISE AGREEMENT
BETWEEN
TAHOE KEYS WATER COMPANY
AND
THE CITY OF SOUTH LAKE TAHOE

Section 1 - Grant of Franchise

In accordance with and subject to all applicable provisions of Division 3, Chapter 2 of the California Public Utilities Code ("**Code**"), the City of South Lake Tahoe, California ("**City**") hereby grants to Tahoe Keys Water Company ("**Tahoe Keys**"), a corporation organized and existing under and by virtue of the laws of the State of California ("**Grantee**"), its successors and assigns, the right and privilege to construct, install, maintain, use, operate, repair and replace its water system and water system facilities, as defined below, upon, over, along, across and under the present and future public rights-of-way (the "**Franchise**"). These public rights-of-way include, but are not limited to, present and future roads, streets, avenues, alleys, ways, highways, bridges, public utility easements granted by the City and public places within the City ("**Public Right(s)-of-Way**"). Grantee's water system is for the purpose of supplying water for any and all purposes to the City, its successors, the inhabitants thereof, and all individuals and entities either within or beyond the limits thereof. Grantee's water system includes a transmission and distribution system of mains, pipelines and conduits, together with all necessary or desirable appurtenances including, but not limited to, pipes, laterals, service lines, pumps, manholes, meters, gauges, valves, traps, fences, vaults, regulators, regulator stations, appliances, attachments and related equipment, facilities, appurtenances and/or property for the purpose of supplying water (individually, and collectively, "**Water System Facilities**"). Grantee shall have the right to install, maintain, construct, operate, use, repair or replace any or all of its Water System Facilities from time to time as may be necessary or proper.

Section 2 – Term

The Effective Date of this Franchise shall be June 21, 2016. This Franchise shall continue and remain in full force and effect for ten (10) years or until it shall, with the consent of the California Public Utilities Commission, be voluntarily surrendered or abandoned by Grantee, or until the State of California or some municipal or public corporation purchases by voluntary agreement or condemns and takes under the power of eminent domain, all property actually used and useful in the exercise of this Franchise and situated within the territorial limits of the State, municipal or public corporation purchasing or condemning such property, or until this Franchise is forfeited by Grantee for non-compliance with its terms.

Section 3 – Manner of Installation, Construction and Maintenance

3.1 Grantee shall install, construct and maintain its Water System Facilities in a good and workmanlike manner and in conformity with all applicable federal, state, regional and local laws and regulations, including the ordinances and rules adopted by the legislative body of the City in the exercise of its police powers and not in conflict with the paramount authority of the State of California. Grantee shall apply for and obtain from City a permit for (a) all new and replacement main extensions in excess of 500 lineal feet; and (b) all activities that result in the placement of more than 100 square feet of paved Public Right-of-Way. Grantee may perform any and all other work in the Public Right-of-Way(s) under a blanket annual permit granted by the City; provided that requests by Grantee for a blanket permit shall be submitted to the City annually

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prior to May 1st. Notwithstanding anything to the contrary contained herein, Grantee shall have the right to undertake without delay such emergency activities necessary to provide for and maintain the reliability and safety of its Water System Facilities. If such action is required, Grantee shall advise City of the work performed to maintain its system as soon as is practicable, but no later than two (2) business days after work is initiated.

3.2 Grantee shall keep installation records of the location of all Water System Facilities in the Public Rights-of-Way. City agrees that records of the location or design of the Water System Facilities are proprietary to Grantee and City shall not release nor make available any records to any outside party without the express, written permission of Grantee. Upon the City's prior written request, Grantee shall provide for City's internal use only the approximate horizontal location of Grantee's Water System Facilities within specified areas of the Public Rights of Way in either non-editable electronic format (i.e., .pdf file) or a hardcopy/paper format for purposes of permitting and design of City-owned facilities and managing the Public Rights of Way.

Section 4 – Restoration; Repair

4.1 If, in the construction, maintenance or operation of its water system and/or water system facilities, Grantee damages or disturbs the surface or subsurface of any public road, then Grantee shall, within a reasonable time, but in no case later than ninety (90) days (weather permitting), restore the surface or subsurface of the public road as required by City development standards in effect at that time. Nothing in this Franchise Agreement shall be construed as constituting a contractual obligation on the part of Grantee that assumes jurisdiction over, or the obligation to maintain, such public road.

4.2 Grantee shall pay to the City upon demand the cost of repairs to City public property caused by Grantee's operations under this Franchise.

Section 5 - Franchise Fee

5.1 In lieu of any license fees, permit fees or other fees or taxes (including but not limited to plan review, inspection, but excluding general ad valorem property taxes which must be paid by Grantee) being imposed on Grantee by City, Grantee shall pay to City a franchise fee ("**Franchise Fee**"). The amount of the Franchise Fee paid by Grantee shall be a sum equal to two percent (2%) of Grantee's gross annual water revenue collected arising from the use, operation or possession of this Franchise derived from the sale of utility service within the limits of the City under this Franchise. Payment of the Franchise Fee shall constitute full and sole consideration for the rights granted under this Franchise.

5.2 Grantee shall file with the City Clerk within three (3) months after expiration of the first calendar year (or first fractional calendar year, as applicable) following the Effective Date, and within three months after the expiration of each calendar year thereafter, a verified statement showing in detail the total gross receipts of Grantee, its successors or assigns, during the preceding calendar year from the sale of water within the City. Grantee shall pay to the City within fifteen (15) days after the time for filing each statement of gross receipts, in lawful money of the United States, the specified percentage of its gross receipts for the calendar year (or fractional calendar year) covered by such statement. Any neglect, omission or refusal by Grantee to file the verified statement, or to pay the Franchise Fee at the time or in the manner provided constitutes grounds for the declaration of a forfeiture of this Franchise.

Section 6 – Publication Costs

Grantee shall pay to the City, within thirty (30) days after the City has furnished Grantee with a written statement of such expenses, a sum sufficient to reimburse it for the actual cost of all publication expenses incurred in granting this Franchise.

Section 7 - Relocation of Facilities

7.1 Grantee shall, upon written request by City, relocate, without expense to the City, any of its Water System Facilities located in the Public Rights-of-Way if and when made necessary by any lawful change of grade, alignment or width of any public street, way, alley or place by the City, including the construction of any subway or viaduct by the City ("**City Project**") due to the fact that the Water System Facilities are in direct, physical conflict with the City Project which conflict cannot be avoided by the City with reasonable and diligent efforts. In the event the City Project is paid for totally or in part with non-City funds (excluding grant funding that expressly prohibits payment of or reimbursement for utility relocation costs), then the Grantee's costs of moving its Water System Facilities shall be borne by the source of the non-City funds in the same ratio as the non-City funds bear to the total City Project cost; however, Grantee shall not be required to commence such work until Grantee receives such amount from the source of non-City funds in cash or other manner reasonably acceptable to Grantee. To the extent that a relocation results in a replacement of existing Tahoe Keys infrastructure, pipeline and appurtenances, but not the land or easement, shall belong to Tahoe Keys.

7.2 Whenever the City requests Grantee to relocate Grantee's Water System Facilities, City and Grantee will cooperate on the planning for the relocation and selection of a new location for any affected Water System Facilities to minimize the cost of such relocation and/or disruption of Grantee's water system operations. Grantee shall complete such relocation within one hundred eighty (180) days (weather permitting) after (I) City has provided written notice to Grantee approving the proposed location and design, and (II) all required permits for the relocation (including any amendments or modifications to permits) have been issued by permitting agencies. A reasonable extension may be provided upon mutual agreement of both parties.

7.3 If City requires Grantee to relocate any Water System Facilities located in private easements, then the costs and expenditures associated with purchasing a new private easement of comparable value shall be borne by City. The location of the new easement shall be reasonably acceptable to Grantee.

7.4 City shall disclose to Grantee with as much advance notice as is practicable any proposed development or construction that may impact Grantee's Water System Facilities. City further agrees to coordinate with Grantee, and to use reasonable and diligent efforts to avoid, to the extent possible, a conflict with such facilities requiring relocation thereof. Except in the event of an emergency posing an immediate threat to public safety or welfare, Grantee shall not be required to relocate, at Grantee's cost, any Water System Facilities within one year of construction or relocation of such facilities paid for by Grantee.

7.5 If relocation of any Water System Facilities is required or requested due to the actions or inactions of any party other than the City, the third party shall be responsible for the cost of such relocation. Grantee shall not be required to commence such work until such time that Grantee receives such relocation costs in cash or adequate assurances of compensation reasonably acceptable to Grantee.

7.6 City will not exercise its right to require any of Grantee's Water System Facilities to be relocated in an unreasonable or arbitrary manner, or to avoid its obligations under this Franchise.

7.7 Grantee's obligations under this Section 7 shall remain in effect only so long as the City retains jurisdiction over and the obligation to maintain such applicable Public Right-of-Way or City property.

Section 8 – Damages; Indemnification

Grantee shall be liable for all damages proximately resulting from Grantee's failure to well and faithfully observe and perform the provisions of this Franchise and the provisions of Division 3, Chapter 2 of the Code; and shall indemnify and hold harmless the City and its officers from all liability for damages proximately resulting from Grantee's operations under this Franchise; provided that such liability is not the result of any willful misconduct or grossly negligent acts of City. Grantee shall receive from City full, complete and prompt notice of any and all such claims or demands as are hereby indemnified.

Section 9 – Franchise In Lieu of Others

This Franchise is made in lieu of all other franchises, rights or privileges owned by Grantee, or any successor of Grantee to any rights under this Franchise, for transmitting and distributing water within the limits of the City, as said limits now or hereafter exist, except any franchise derived under Section 19 of Article XI of the Constitution of the State of California as that section existed prior to its amendment adopted October 10, 1911. The acceptance of this Franchise as granted shall operate as an abandonment of all such franchises, rights and privileges within the limits of the City, as such limits now or may hereafter exist, in lieu of which this Franchise is granted.

Section 10 – Forfeiture for Non-Compliance

If Grantee shall fail, neglect or refuse to comply with any of the provisions or conditions of this Franchise, and does not within twenty (20) days after receipt of written demand from City for compliance commence the work of compliance, or after commencing such work, fails to prosecute the work to completion with due diligence, City may declare the franchise forfeited. City may bring an action in its own name for such forfeiture.

Section 11 – City Rights Reserved

This Franchise shall not in any way impair or affect the right of City to acquire the property of Grantee by purchase or condemnation, and nothing herein contained shall be construed to contract away, modify or abridge, either for a term or in perpetuity City's right of eminent domain in respect to any public utility. This Franchise shall not be given any value before any court or other public authority in any proceeding in excess of the cost to Grantee of the necessary publication and any other sum paid therefor to City at the time of acquisition.

Section 12 - Consent to Assignment

The rights, privileges and Franchise hereby granted may be transferred or assigned by Grantee in whole or in part to any person certified by the California Public Utilities Commission to assume the duties and obligations of Grantee under this Franchise. Grantee shall file with the City's legislative body within thirty (30) days after any sale, transfer, assignment, or lease of the Franchise or any part thereof, or any of the rights or privileges granted thereby, written evidence of the transaction certified to by Grantee or its duly authorized officers.

Section 13 - Franchise; Exclusive as to Water Service Only

This Franchise is exclusive as to water service only within the Water System and Service Boundary Area as determined by the California Public Utilities Commission and nothing herein contained shall be construed to (i) prevent the City from granting similar rights or privileges to any other person, firm or corporation, or (ii) to deny or lessen the City's power and privileges granted by law.

Section 14 - Independent Provisions

If any section, paragraph, clause, phrase or provision of this Franchise Agreement shall be adjudged invalid or unconstitutional, the same shall not affect the validity of this Franchise Agreement as a whole or any part of the provisions hereof other than the part so adjudged to be invalid or unconstitutional.

The undersigned, Mayor and City Council, City of South Lake Tahoe, California, pass and adopt this Franchise Agreement this ~~21st~~ 11th day of ~~August~~ ~~October~~ July, ~~2016~~ 2017

CITY OF SOUTH LAKE TAHOE

By: Austin C. Sass

Dated: 7-12-17

TAHOE KEYS WATER COMPANY
A California corporation

By: Bonnie Hall

Dated: 10/20/2016

ATTEST:

Susan Alessi, City Clerk

APPROVED AS TO FORM:

CITY OF SOUTH LAKE TAHOE 1965 CALIFORNIA

ACCEPTANCE OF FRANCHISE

On the 20th day of OCTOBER, 2016, the Mayor and City Council of the City of South Lake Tahoe executed this Franchise Agreement granting Tahoe Keys Water Company, a California corporation, a franchise within certain property located in the City of South Lake Tahoe for the purpose of providing domestic water service in the City, by and between the City and Tahoe Keys. Pursuant to Section 6235 of the California Public Utilities Code, Tahoe Keys hereby accepts said franchise, which shall be effective upon the filing of this acceptance with the City Clerk.

Executed this 20th day of OCTOBER, 2016.

TAHOE KEYS WATER COMPANY,
a California corporation

By: _____

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 14

Agenda Item: Special Event and Vacation Home Rental Fee Update

Executive Summary: The proposed amendments to the Master Fee Schedule are intended to align the fees collected by the City with the actual cost of delivering services associated with the issuance of a Minor Special Event Permit and Vacation Home Rental Inspection.

Requested Action / Suggested Motions: Pass a Resolution amending the City Master Fee Schedule for a Minor Special Event Permit and Vacation Home Rental Inspection

Responsible Staff Member: Zach Thomas, Director of Development Services

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

01-Staff_Report_FeeSchedule_.docx
02-Resolution2026-Master_Fee_Schedule_Update.docx
03-Public Notice

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Special Event and Vacation Home Rental Fee Update

Location: City Wide

Responsible Staff Member: Zachary Thomas, Director of Development Services

Background: User fees in California must comply with the California Constitution, including Proposition 26, and applicable statutory requirements, including Government Code Sections 66014 through 66018.5. Under Proposition 26, fees imposed for specific services, reasonable regulatory costs, licenses and permits, or entrance to or use of City property are generally excluded from the definition of a "tax" under Article XIIIC, Section 1(e).

On March 10, 2026, the City Council received a presentation on the Draft Comprehensive User Fee Study prepared by Government Consulting Partners (GCP). The study was intended to align user fees with the actual cost of providing services; improve transparency; ensure compliance with Proposition 26 and Government Code Section 66014; and reduce unintended General Fund subsidies, where appropriate. The study evaluated the full cost of service across City departments, including direct staff time, fully burdened labor rates, allocated overhead, operating costs, and current cost-recovery levels.

On May 5, 2026, the City Council adopted Resolution No. 2026-043, approving the Fiscal Year 2025–2026 Master Fee Schedule. Since adoption of the Master Fee Schedule, staff has determined that the fees collected for vacation home rental inspections do not fully recover the City's actual inspection costs. In addition, the City has received concerns regarding the cost of applying for a special event permit.

Issues and Discussion:

Major and Minor Special Event

The adopted Master Fee Schedule establishes a fee of $1,059 for both major and minor special event permits. The same fee currently applies regardless of the type of event proposed because the permit review and preparation process is substantially the same for both event categories. All special event applications require review by the Development Review Team; coordination with City departments and outside agencies, such as El Dorado County Environmental Management; and preparation of the special event permit.

A major special event permit is required when an event includes one or more of the following:

- Closure of or detours on City streets;
- Use of City resources;
- Attendance of 500 or more persons; or
- Operation for four or more consecutive days.

Although the permit review process is similar for both event types, minor special events generally involve fewer attendees, have a lower impact on City resources, and do not require public notice. After reviewing the fee, staff recommends reducing the minor special event permit fee by 50 percent, from $1,059 to $529.

Vacation Home Rental Inspection Fee

The City Council adopted Resolution No. 2025-053 on June 17, 2025 which permitted vacation home rentals in residential zones. The resolution amended the City budget to provide sufficient capacity for permit processing, inspections, enforcement, and outreach, while supporting full cost recovery for the program.

The resolution established an initial inspection fee of $285 and a reinspection fee of $165, which was projected to cover the cost of inspections. However, since the implementation of Ordinance 2026-1203, which became effective on April 23, 2026, inspections have become more involved as a wider variety of homes apply for permits and are inspected. Factors that increase the complexity of VHR home inspections may include, but are not limited to, the discovery of unpermitted work, non-compliance with a variety of code requirements, complications associated with defensible space requirements.

Many inspections result in the need to do follow up research such as investigating unpermitted work, researching building files and reviewing old building plans to determine the specifications of the structure as well as follow up communications with the property owner. Furthermore, inspections are only completed at the time of the initial permit issuance, so there is no option to do a follow up inspection the following year to address potential issues that are discovered.

To account for the additional work and to maintain consistency with the adopted requirement that VHR costs are to be full cost recovery, staff recommends amending the Master Fee Schedule to increase the VHR inspection fee from $285 to $570 and increasing the reinspection fee from $165 to $330. The proposed increase in inspection fees aligns with the current cost of conducting the inspections.

Environmental Considerations: This action is not a “project” subject to review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378(b)(5), as it involves organizational or administrative activities that will not result in direct or reasonably foreseeable indirect physical changes in the environment.

Financial Implications: Reducing the minor special event permit fee would decrease City revenue. Based on historical application activity for minor special events, staff estimates the annual revenue reduction would be approximately $3,700.

Increasing vacation home rental inspection fees would generate additional revenue to offset the City’s cost of providing inspection services and support full cost recovery for the program.

Policy Implication: The proposed amendments to the Fiscal Year 2025–2026 Master Fee Schedule are consistent with the City’s adopted Financial Policies, which support cost recovery for City-provided services where appropriate.

Resolution 2026-XX

Adopted by the City of South Lake Tahoe
City Council

September 8, 2026

Amending the Annual Master Schedule of Fees and Charges for City Services 2025-2026 for Special Event Permits and Vacation Home Rental Inspections

BACKGROUND

A. User fees in California must conform to the California Constitution, including Proposition 26, and statutory requirements, including Government Code Sections 66013 through 66019. User fees imposed to provide specific services, to cover reasonable regulatory costs to issue licenses and permits, for entrance to or use of city property, and fines for violating the City Code are generally excluded from the definition of "tax" under Proposition 26.

B. The City of South Lake Tahoe engaged Government Consulting Partners (GCP) in April 2025 to conduct a Comprehensive User Fee Study using 2024 financial and operational data. The study evaluated the full cost of City services and recommended fee structures that support the City's cost-recovery objectives. At its March 24, 2026 meeting, the City Council directed that fees be set to recover the cost of providing services to minimize General Fund subsidies, except for Emergency Medical Services (EMS) and selected recreation and community programs, which will remain partially subsidized based on policy considerations. Additionally, appeal fees shall be set at full cost recovery and refunded if the appellant prevails.

C. On June 17, 2025, The City Council adopted Resolution No. 2025-053, approving amendments to the FY 2024-2025 Vacation Home Rental (VHR) program budget and changes to the allocated permanent position listing.

D. Since adoption of Resolution No. 2025-053 and the Master Fee Schedule, staff has determined that the fees collected for vacation home rental inspections do not fully recover the City's actual inspection costs. In addition, the city has received concerns regarding the cost of applying for a minor special event permit. Although the permit review process is similar for both major and minor event types, minor special events generally involve fewer attendees, have a lower impact on City resources, and do not require public notice.

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

1. Has conducted an analysis of the costs of its services.
2. Wishes to recover costs of providing special services, such that general revenues are not diverted from general services to subsize services.
3. Approves the following fees which are effective upon approval of this resolution, amending the 2025-2026 Master Fee Schedule

Development Services Department		
Fee Description	**Current Fee**	**Proposed Fee**
VHR Inspection Fee	$285	$570
VHR Re-Inspection Fee	$165	$330
Minor Special Event Permit	$1,059	$529

Adopted by the City of South Lake Tahoe City Council on September 8, 2026, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Cody Bass, Mayor

Attest:

_____
Susan Blankenship, City Clerk

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

Column

INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Tahoe Daily Tribune** on the dates indicated below. If changes are needed, please contact us prior to deadline at **(530) 541-3880**.

Notice ID: KEmtKjYGTHlOnEyOA8ZR | **Proof Updated: Aug. 25, 2026 at 01:15pm PDT**
Notice Name: September 8 2026 CC Meeting - Fee Schedule

See Proof on Next Page

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Columns Wide:	1	**Ad Class:**	Legals
Total Column Inches:	8.79		
Number of Lines:	88		

08/28/2026: Other	123.10
Internet Flat Fee Charge	40.00
Affidavit flat charge	10.00
Subtotal	$173.10
Tax	$0.00
Processing Fee	$0.00
Total	**$173.10**

NOTICE OF A PUBLIC HEARING CITY OF SOUTH LAKE TAHOE CITY COUNCIL

NOTICE IS HEREBY GIVEN that in accordance with Government Code Sections 65090, 65091, and 66016 (Planning and Zoning), the City of South Lake Tahoe City Council will conduct a public hearing on September 8, 2026, at 9:00 am., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following agenda items:

- Approval of an Amendment to the City Master Fee Schedule to Amend Fees for a Minor Special Event Permit and for a Vacation Home Rental Inspection.

Summary: The City Council will consider amending the City Master Fee Schedule to reduce the application fee for a Minor Special Event Permit and increase the fee for vacation home rental inspections to recover the full cost of providing the inspection service.

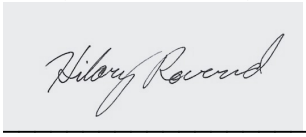
Any interested person may appear at the public hearing and present written testimony or speak in favor of or against the project proposal. Pursuant to Government Code Section 65009(b)(2), if you challenge the above application in court, you may be limited to raising only those issues you, or someone else, raised at the public hearing described in this notice or written correspondence delivered to the City of South Lake Tahoe City Council at, or prior to, the public hearing. Written testimony may be addressed to the City Council in care of the City Clerk at PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150.

The City Council agenda and related staff reports are available at least 72 hours in advance of regular meetings on the City's website https://cityofslt.us/84/Watch-City-CouncilCommission-Meetings or by contacting the City Clerk at (530) 542-6005.
Published: August 28, 2026

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 15

Agenda Item: Mid-Town Area/Specific Plan and Initial Study/Negative Declaration

Executive Summary: The City Council will consider the Mid-Town Area/Specific Plan and Initial Study/Negative Declaration for adoption. Major changes proposed by the plan include expanding permissible uses; expanding the Town Center Overlay to allow greater height, density, and coverage; modifying parking requirements; and proposing new transportation improvements and area-wide improvements. The Planning Commission considered the plan at its August 20th meeting and recommended that the City Council adopt the plan (3 to 1 vote).

Requested Action / Suggested Motions: 1) Pass a Resolution adopting the Mid-Town Area/Specific Plan Initial Study/Negative Declaration; and, 2) Pass Resolution adopting the Mid-Town Area/Specific Plan.

Responsible Staff Member: Anna Kashuba, Senior Planner

Reviewed and Approved By: Zachary Thomas, Director of Development Services Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

- 01-Mid-Town_CC_StaffReport.docx
- 02-MTAP_CC_CEQAReso (1).docx
- 03-MTAP_CC_PlanReso.docx
- 04-Mid-Town Map.pdf
- 05-Outreach Summary and Appendices.pdf
- 06-FINAL IS_ND_20260821.pdf
- 07-Mid-TownAreaPlan_FinalDraft.pdf
- 08-Tribune Proof.pdf
- 09-Tribune Proof (2).pdf
- 10-MTAPFeasibilityReportFINAL 082426.pdf
- 11-Mid-TownPowerpoint_CC20261008.pptx

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Mid-Town Area/Specific Plan and Initial Study/Negative Declaration

Location: Mid-Town (attachment 04)

Responsible Staff Member: Anna Kashuba, Senior Planner

BACKGROUND

Development of the Mid-Town Area Plan (MTAP/Area Plan) is Strategic Priority 1, Action Item 1.2 of the City's 2023-2028 Strategic Plan and completion of the Area Plan is Priority 4.7 of the City's 2025-2030 Strategic Plan. The planning process for the Mid-Town Area Plan was initiated on May 7, 2024, when the Council received a presentation on the plan's development timeline, priority topics, and outreach approach. On September 10, 2024, City Council discussed priority topics for the plan, which included implementation strategies, mixed-use redevelopment, recreation assets, arts and culture, transportation, and housing.

From August 2024 to September 2026, staff hosted and attended 37 events to solicit feedback on the plan's contents. These events took the form of public hearings (9), open houses (4), private stakeholder meetings (13), community events (3), community organization presentations (2), and meetings with partner agencies (6). A summary of outreach activities is included in attachment 05.

At the August 20, 2026, Planning Commission meeting, a resolution was passed (3 to 1 vote) recommending that City Council adopt the Mid-Town Area Plan and the Initial Study/Negative Declaration. Discussions were had regarding the Town Center expansion and potential impacts to housing in the surrounding area. The proposed plan was adopted without changes.

The City Council is asked to consider adoption of the final draft of the Mid-Town Area Plan and the environmental analysis conducted pursuant to the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.), CEQA Guidelines. The Area Plan and Initial Environmental Checklist and Finding of No Significant Effect will be considered by the TRPA Governing Board for adoption this winter.

ISSUE AND DISCUSSION

Project Description

The proposed project is a new area plan that includes approximately 780 acres on the south shore of Lake Tahoe, in central South Lake Tahoe. The MTAP will replace the Bijou Al Tahoe Community Plan and the Sierra Tract Commercial Plan Area Statement (PAS) in their entirety. A significant portion of the Bijou Meadows PAS will be replaced by the Area Plan, as well as select parcels from the Al Tahoe PAS and Highland Woods PAS to eliminate split zoning.

The Mid-Town Area Plan will serve as a mutual plan for the City and TRPA by providing directions for how the area should be regulated to achieve regional environmental and land use objectives. It establishes goals, policies, and design standards to transform the area. Key elements include expansion of the Town Center and implementation strategies, or "next steps," to guide the City in achieving goals in a timely manner. Parcels within the plan area are grouped

into 6 districts based on location and existing land use pattern. Specific development and design standards are summarized below by district, followed by a discussion of overarching policies. The proposed MTAP is provided in attachment 07.

Al Tahoe Center

Parcels at the corner of Highway 50/Lake Tahoe Blvd. and Al Tahoe Blvd. have significant existing coverage, BMP certificates, and are in a Town Center, all of which provide ample redevelopment opportunity. The proximity of these parcels to major employers such as the Al Tahoe Post Office, Lake Tahoe Community College, Lake Tahoe Unified School District, South Tahoe Public Utility District, and South Lake Tahoe Government Center make them ideal for high density, mixed-use developments. Development standards for this area consider maximizing views of Trout Creek and the surrounding open space. Redevelopment must emphasize community gathering areas appropriate for the scale of the uses. Mixed-use developments are encouraged to consider commercial occupancy throughout the design process to ensure that the space properly suits the needs of potential tenants.

Development Standard		Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	-	8-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	-	2-62 (A)
	Single family dwelling	-	8-65 (A1 – condos only)
Height Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	46 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	**Added:** Multiple family dwelling, multi-person dwelling, nursing and personal care, residential care, single family dwelling (condos only), nursery, special event area (S), secondary storage (S), small commercial kitchen, small-scale manufacturing, membership organization, participant sports facilities (S), outdoor recreation concessions (S), riding and hiking trails (S), visitor information centers **Removed:** Building materials and hardware, auto repair and service		

Tahoe Sierra Business District

Stakeholders feel the Tahoe Sierra area should maintain a strong commercial presence, while incorporating modest residential uses. Many parcels are small and near residential uses. This has been considered in identifying permissible uses and design standards to avoid noise and parking conflicts.

While there is much open space surrounding the neighborhoods adjacent to the district, stakeholders identified multiple parcels they felt appropriate for restoration and open space. Three of these parcels are identified by TRPA as a Stream Restoration Plan Area. The City is in the process of transferring two community identified parcels to the CTC to be maintained as open space.

Automobile infrastructure dominates the area, creating an unpleasant and sometimes unsafe experience for pedestrians and bicyclists. It is not uncommon for driveways to take up most of a parcel's frontage.

Development Standard	Existing	Proposed (units/acre)

Density*	Manufactured/Mobile home dwelling	8 units per acre (S)	1-8
	Multiple family dwelling	15 units per acre (S)	6-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	25 people per acre (S)	2-62 (A)
	Residential care	25 people per acre (S)	2-62 (A)
	Single family dwelling	1 unit per parcel (S)	6-65 (A1 – condos only)
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	34-46 feet maximum based on location, with 3:12 dominant roof pitch
Use (does not include SUP status change)	**Added:** Multiple family dwelling, multi-person dwelling, nursing and personal care, residential care, single family dwelling (condos only), special event area (S), small commercial kitchen **Removed:** None		

Public Service Center

Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes but is not limited to the South Tahoe Public Utility District; El Dorado County Library; South Tahoe Middle School; South Lake Tahoe Police Department; the South Lake Tahoe Branch of the El Dorado County Superior Court of California; and the Recreation & Aquatics Center.

Several of the facilities listed above are also within the 56-Acres Master Plan site (Master Plan). The Master Plan was adopted in 2022 to elevate the recreation and community experience near the existing hubs of Lakeview Commons and El Dorado Beach. The Master Plan also proposes a civic center within the site, where all City departments are centrally located.

Development Standard		**Existing**	**Proposed (units/acre)**
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (A)	2-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	25 people per acre (A)	2-62 (A)
	Single family dwelling	-	-
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status	**Added:** Multi-person dwelling, nursing and personal care, residential care, general retail and personal service, small-scale manufacturing, storage yards (S), vehicle storage and parking (S), membership organization, power generating (S), beach recreation, boat launching, riding and hiking trails **Removed:** Collection stations		

	Note: Uses within the 56-Acres Master Plan site shall be consistent those allowed per the grant deed, El Dorado County Recorder-Clerk DOC# 2022-0034737.

Harrison/Sandy District

Stakeholders view this area of Mid-Town as a "locals' downtown," though noted shortcomings in navigating the area. The Sandy Way area suffers from a lack of pedestrian friendly infrastructure, accessibility features, and stormwater improvements. Parking is limited and many spaces require that vehicles back into roadways. A complete street plan like that of Harrison Ave. should be explored. Street parking would provide room for sidewalk improvements, while preserving the shared parking structure as exists today. Shared improvements have great potential to spur private redevelopment. Enhanced walkability would further the small-town charm of the area that community members emphasized should be preserved. This area should be supported by resident and tourist serving commercial uses as well as multifamily residential uses.

The Harrison Ave. area is well established, with strong pedestrian, bike, social, and economic activity. There have been many façade improvements and remodels spurred by the Harrison Ave. Streetscape Improvement Project. While the area is largely built out, there are community identified priorities to decrease congestion, solve parking conflicts, and reduce conflicts between pedestrians and bikes/scooters. Business owners along Harrison Ave. emphasized the importance of community events to the success of their businesses and supported development of more community spaces for year-round events in the neighboring 56-acres site.

Development Standard		Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (S)	6-65 (A)
	Multi-person dwelling	25 people per acre (S/-)	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	-	2-62 (A)
	Single family dwelling	1 unit per parcel (S)	6-65 (A1 – condos only)
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	42 feet maximum with 5:12 dominant roof pitch or 34 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	**Added:** Nursing and personal care, residential care, special event area (S), small commercial kitchen, printing and publishing, small-scale manufacturing, regional public health and safety facilities (S), membership organization **Removed:** None		

Lake Tahoe Community College

Lake Tahoe Community College (LTCC) is ever-growing to accommodate needs of both students and the greater community. There are many unique considerations in drafting of the permissible uses and design standards for LTCC parcels. Larger colleges regularly house restaurants and convenience stores. These uses should be considered accessory to the "college" use category when built at an appropriate scale to support student life and events regularly hosted at the college, such as sporting events.

LTCC's first on-campus housing opened in 2025, though tenancy is limited to California residents as a condition of the funding source. There are additional housing needs for out of state students, exchange students, as well as California-based students who cannot secure housing in the new development. Future on-campus housing options may consider faculty and staff housing, as well as housing for those not associated with the college in order to make funding more accessible.			
Development Standard		**Existing**	**Proposed (units/acre)**
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (A)	2-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	-
	Residential care	25 people per acre (A)	-
	Single family dwelling	-	-
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status	**Added:** Multi-person dwelling, general retail and personal services (S), outdoor retail sales (S), broadcasting studios, secondary storage, small-scale manufacturing, membership organization, power generating (S), riding and hiking trails **Removed:** Developed campgrounds, collection stations, cemetery, business support services, contract construction services		
Notes			
	* The maximum density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1, Maximum Densities, and as subsequently amended.		

Bijou Recreation District

Bijou Community Park is a South Lake Tahoe hub where one can participate in several recreation activities or gather with family and friends. While the space is a favorite for many residents, deficient accessibility and parking prevent optimal use of the space.

Design standards provide flexibility in enhancing Bijou Community Park and Golf Course to meet the needs of present and future users. Standards are intentionally broad, as each element of the park should undergo an individual outreach process. Design concepts are shown for the district. These are not proposals, but rather demonstrations of alternative ways the space can be activated to meet greater community needs and desires.

Development Standard		**Existing**	**Proposed (units/acre)**
Density	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	-	2-4 (S)
	Multi-person dwelling	-	2-10 (S)
	Nursing and personal care	-	2-10 (S)
	Residential care	-	2-10 (S)
	Single family dwelling	1 unit per parcel (S)	No change

Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	No change
Use (does not include SUP status change)	**Added:** Multiple family dwelling (S), multi-person dwelling (S), nursing and personal care (S), residential care (S), special event area (S), secondary storage (S), recreation centers (S), **Removed:** Domestic animal raising, local post office, regional public health and safety facilities, membership organization, public utility centers		
***Notes Regarding Density**			
	These tables represent densities as proposed by the City of South Lake Tahoe. Maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 supersede those listed here for parcels within the Town Center. The maximum density per TRPA Code of Ordinances Table 13.5.3-1 shall be applied, including subsequent amendments to increase density. Residential and mixed-use projects as described in TRPA Code of Ordinance 36.13 are exempt from density standards per TRPA Code of Ordinances 31.4.1.A.		

Density
The maximum density for multifamily residential uses, including single-family condominium developments, would be 65 units per acre within the Town Center under the proposed plan. This density would apply only to the extent it is lower than the maximum densities set by the TRPA Code of Ordinances (currently, such limit is in Table 13.5.3-1). Currently, TRPA's maximum multifamily density for parcels within Town Centers is 25 units per acre.

Housing
The Area Plan includes changes necessary to implement the TRPA Phase 2 Affordable and Workforce Housing Code Amendments adopted in December 2023 for the areas within and outside of the Town Center. These amendments are included in the proposed changes to density, height, and land coverage limits.

The Mid-Town Area Plan development process has overlapped with outreach for the General Plan 2027-2035 Housing Element Update. The Area Plan proposes changes consistent with those in the Housing Element update, such as creating more opportunities for emergency shelters, navigation centers, and employee housing. The proposed changes in zoning, height, and density are anticipated to address a variety of housing needs.

Coverage
This existing Town Center overlay consists of 65 acres and is proposed to be expanded to 404 acres. Most of the area added to the Town Center is property owned by Lake Tahoe Community College, the City of South Lake Tahoe, and El Dorado County. This change is meant to facilitate these entities' master plans to better serve the public and the greater south shore area. These parcels will become eligible to purchase and transfer coverage up to 70% of the project area.

One alternative comprehensive coverage management system is proposed which applies only to public service uses on parcels or project areas greater than one-third acre. Such projects may choose this system as an alternative to TRPA Code 30.4.1.C.3.c. The proposal allows all base allowable land coverage attributed to Land Capability Districts 1 through 3 may be placed within any Land Capability District 4 through 7. All base allowable land coverage attributed to Land Capability Districts 4 and 5 may be placed within any higher land capability district. Base allowable land coverage attributed to Land Capability Districts 6 and 7 may be used interchangeably.

Parking
Many stakeholders have emphasized the importance of shared parking throughout Mid-Town. The plan includes directions to explore how to make existing public parking more visible and accessible, as well as to identify new locations for public parking.

Parking standards as included in City Code are modified to allow for more variability in response to unique project elements. Projects may be allowed to build more or fewer parking spaces than required when justified based on the nature of the use, operating measures, or mitigation measures. Due to the prevalence of transit and bike infrastructure through the plan area, all projects may reduce the required parking by 30%. Additional flexibility may be allowed through exceptions such as the following:

- The applicant provides a demand analysis demonstrating whether a differing number of parking spaces is necessary or sufficient due to the use's nature, seasonality, or other unique elements.
- The project includes alternative transportation methods such as shuttles for staff/patrons; incentives for nearby accommodations; car/bike share; or other means that reduce reliance on individual vehicles.
- The project area enters a formal shared parking agreement with a secondary parcel with reasonable means to and from.
- Parking is managed and enforced by the property owner(s) through paid parking, time limits, a reservation system, valet service, or the like.

The MTAP will have no minimum parking requirement for a limited number of uses. While developers may propose a desired number of spaces, the review authority (staff, CSLT Planning Commission, or the TRPA Governing Board) must still approve the proposed number as part of discretionary permit approval. Parking will be reviewed based on considerations such as capacity; existing nearby public parking; commute methods of students and staff (college); nature of service for residential uses; and unique projects within broader use categories.

- Nursing and personal care
- Residential care
- Amusement, recreation, & entertainment facilities
- Outdoor amusements
- Colleges
- Transit stations and terminals
- Beach recreation
- Outdoor recreation concessions
- Participant sports facilities
- Recreation centers

- Boat launching facilities
- Group facilities

Transportation
The Area Plan emphasizes the importance of pedestrian and bicycle facilities in both public and private development efforts. There are 12 newly identified transportation projects throughout the plan area. Including these projects in the Area Plan helps them score higher on grant applications as it demonstrates a high level of public participation and community desire.

During the development of the Area Plan, we saw completion of the Greenway Connector, which will be noted in updated Figures 11 and 12 (existing and proposed transportation facilities).

Implementation
Chapter 13 of the Area Plan includes 11 implementation strategies to spur application of the plan in a timely manner. These will not become active alongside adoption of the plan, however, as further analysis is required. Based on future conditions, funding availability, and relevant state programs, City Council may direct staff to explore such strategies. This chapter also includes four areawide concepts to improve connectivity, water quality, and quality of life. These concepts are subject to further community outreach to confirm the best approach to serve all user groups.

ECONOMIC IMPACT ANALYSIS

To ensure that the Mid-Town Area Plan will aid in making development more feasible, an economic analysis has been done to compare the feasibility of commercial developments under current conditions and under those proposed by the Mid-Town Area Plan. It was found that changes under the Area Plan, primarily height, coverage, and parking, have the potential to increase the return on cost for commercial developments by 11% to 16%. The analysis concludes that development standard changes proposed by the Area Plan will have a positive impact on development feasibility. The full report is provided in attachment 10.

ENVIRONMENTAL ANALYSIS

Pursuant to the California Environmental Quality Act of 1970, Cal. Pub. Res. Code §21000 et seq., potential environmental impacts of the proposed MTAP have been evaluated in an Initial Study (IS). An IS is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration is required for a project under California Environmental Quality Act (CEQA) guidelines. This IS incorporates review and analysis from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement; TRPA 2025 Connections 2050: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect; and the City of South Lake Tahoe 2010 General Plan Environmental Impact Report (amendment for TVAP/TCAP).

This document also serves as an IEC/FONSE prepared pursuant to the requirements of Article VI of the Tahoe Regional Planning Agency (TRPA) Rules of Procedure and Chapter 3 of TRPA's Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The IS determined that there are no impacts, or all impacts are less than significant, and a Negative Declaration was prepared. The MTAP is designed to avoid environmental impacts through its project features and standards such as building design to maintain aesthetic appeal

and limitations on construction activity to prevent offensive noise. The encouraged development pattern of high-density housing near existing facilities and employment centers makes active transportation more practical, lowering vehicle miles traveled.

The IS determined that the Mid-Town Area Plan will have a less than significant impact on evacuation plans and emergency response. The City's evacuation management procedures are informed primarily by the Lake Tahoe Regional Evacuation Plan (2024). Following the Caldor Fire this document was developed in collaboration with the Lake Tahoe Fire Chiefs Association, which consists of five counties across two states. The Mid-Town Area Plan does not propose any project or policy that would reduce the roadway capacity of evacuation routes. Other than during temporary construction, the plan would not impact these routes. Overall traffic improvements are expected to enhance circulation within the plan area, resulting in a net decrease in response times. The Area Plan is designed to encourage redevelopment, which is one of the most reliable wildfire mitigation strategies, as secondary to evacuation is sheltering in place. Sheltering in place reduces inundation of roads and allows for more efficient travel out of the affected area for those that are unable to shelter in place. Fewer vehicles on roadways also increase response time for first responders and reduce the chances of vehicle collisions that may draw further resources.

Because the Mid-Town Area Plan exists within the framework of TRPA's Regional Plan and growth management system, it does not create new potential development. Rather, it allows for development to be distributed differently. The MTAP brings potential development to Town Centers, closer to existing roads, evacuation infrastructure, and fire services.

Staff will continue to independently evaluate each project that is proposed in the plan area for potentially significant environmental impacts.

The IS/ND was circulated from July 21, 2026, to August 19, 2026. Staff received two comment letters during this period, one from Caltrans and one from resident Kim DeYoung. Comments from Caltrans can be summarized by a desire to be updated as projects that interact with the Caltrans ROW progress, as well as comments reminding staff of when Caltrans encroachment permits are needed. The majority of comments from Kim DeYoung were regarding the accuracy of maps and the future of parcels that are part of the City and CTC land exchange. In response, staff clarified how mapping is done as provided further context around possibilities for the land exchange sites. There was one comment about height, so staff clarified steps in the review process intended to avoid negative scenic impacts from tall structures. This includes review of renderings from different vantage points and making TRPA findings.

The Final IS/ND is attachment 6, including responses to public comments and the draft document that was circulated.

PUBLIC NOTICE

A notice of the September 8, 2026, City Council public hearing was published in the Tahoe Daily Tribune on August 14 and August 28, 2026 (attachments 08 and 09).

FINANCIAL IMPLICATIONS

Possible financial impacts of adopting the Mid-Town Area Plan include an increase in property tax revenue should the plan result in redevelopment. Many of the implementation measures

discussed will require further research and possibly consultant assistance. The cost of such activities will be considered by City Council as a unique action. Adoption of the Mid-Town Area Plan does not constitute a commitment to developing implementation measures within a specific timeframe.

POLICY IMPLICATIONS

The Mid-Town Area Plan is consistent with the following General Plan policies:

Policy LU-1.2 Smart Growth: The City shall implement Smart Growth principles to create walkable, mixed-use centers, compact and complete neighborhoods, and enhanced gateways and places. Smart Growth Principles include:

- Creating a range of housing opportunities and choices
- Creating walkable neighborhoods
- Encouraging community and stakeholder collaboration
- Fostering distinctive, attractive communities with a strong sense of place
- Making development decisions predictable, fair, and cost-effective
- Providing a mix of land uses
- Preserving open space, natural beauty, and critical environmental areas
- Providing a variety of transportation choices
- Strengthening and directing development to existing communities
- Taking advantage of compact building design

Policy LU-2.2 Community Plan Preparation, Adoption, and Implementation: The City shall periodically update and implement the four Community Plans as a way to focus development commodities and revitalization efforts.

Policy LU-2.5 Bijou/Al Tahoe Community Plan Area: The City shall encourage the creation of a viable residential neighborhood with appropriate neighborhood amenities and compatible high-quality family-oriented recreation and public facilities, including government offices.

Policy LU-2.8 Community Plan Incentives: The City shall provide permit streamlining, commodity increases, coverage increases, and other similar incentives to encourage the implementation of General Plan goals and policies.

Policy LU-5.3 Commercial Center Enhancement: The City shall encourage the upgrade and/or expansion of existing commercial centers, including improvements to parking and landscaping areas; redesigns to accommodate bicycle, pedestrians, and transit facilities; and remodeling to include "green" technology and improve energy efficiency.

Policy LU-8.14 Art in Public Places: The City shall promote art in public places such as pedestrian areas, tourist accommodation areas, social gathering places, and commercial shopping centers in conformance with a Cultural Arts Master Plan.

Policy LU-11.2 Equal Public Participation: The City shall ensure that all community residents have meaningful opportunities to participate in the decision-making process.

Resolution 2026-XYZ

Adopted by the City of South Lake Tahoe City Council

September 8, 2026

Adopting the Mid-Town Area/Specific Plan Initial Study/Negative Declaration

BACKGROUND

A. Sections 65450-65457 of the California Government Code of the State of California allow cities to prepare specific plans (area plans) for systematic implementation of the general plan; and

B. Development of the Mid-Town Area Plan is Strategic Priority 1, Action Item 1.2 of the City's 2023-2028 Strategic Plan and completion of the Area Plan is Priority 4.7 of the City's 2025-2030 Strategic Plan; and

C. The City solicited public input on the Mid-Town Area Plan/Specific Plan on 37 occasions in the form of public hearings (9), open houses (4), private stakeholder meetings (13), community events (3), community organization presentations (2), and meetings with partner agencies (6).

D. Pursuant to the provisions of the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. ("CEQA"), the State' s CEQA Guidelines, and California Code of Regulations, Title 14, Section 15000 et seq., an Initial Study was conducted which determined that the Mid-Town Area Plan would have no impact on the environment, or all impacts are less than significant;

E. The City of South Lake Tahoe determined that there is no substantial evidence that the adoption of the Mid-Town Area Plan/Specific Plan would result in a significant adverse effect on the environment. Accordingly, the Initial Study/Negative Declaration is prepared in conjunction with the Mid-Town Area/Specific Plan.

F. The Initial Study/Negative Declaration was circulated for public comment from July 21, 2026, to August 19, 2026, and all comments received were acknowledged.

G. On August 20, 2026, the City of South Lake Tahoe Planning Commission conducted a public hearing and passed resolution 2026-011 by a 3 to 1 vote, recommending that the City Council adopt the Mid-Town Area/Specific Plan Initial Study/Negative Declaration.

H. A notice of the September 8, 2026, City Council public hearing was published in the Tahoe Daily Tribune on August 14 and August 28, 2026.

I. The City of South Lake Tahoe City Council conducted a public hearing, received public comments, considered evidence in the record, and deliberated.

J. The City Council has reviewed the proposed Area Plan and the Initial Study/Negative Declaration and found the project to be consistent with the City General 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 the foregoing recitals are true and correct and made part of this resolution.
2. Finds in the exercise of its independent judgement, having considered and reviewed the Initial Study/Negative Declaration and the administrative record for the Project, including all comments received, the City Council finds that, in accordance with CEQA Guidelines Section 15074, the Initial Study/Negative Declaration has been completed in compliance with the requirements of CEQA, that the Initial Study/Negative Declaration reflects the City's independent judgment, and further finds that there is no substantial evidence that the Project will have a significant effect on the environment.
3. Adopts the Initial Study/Negative Declaration prepared for the Project, and based on the record, as a whole, finds that the proposed Mid-Town Area Plan will have no impact, or impacts are found to be less than significant.
4. Finds that the Mid-Town Area Plan as a whole is consistent with the goals, programs and policies of the General Plan, specifically those outlined in the staff report.
5. Adopts the Mid-Town Area/Specific Plan Initial Study/Negative Declaration.
6. Directs staff to file a Notice of Determination in accordance with

Section 15075(a) of the CEQA Guidelines. The Development Services Department shall be the custodian of the documents or other materials that constitute the record of proceedings upon the City Council's decision is based and can be found at 1052 Tata Lane, South Lake Tahoe, CA 96150.

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Adopted by the City of South Lake Tahoe City Council on September 8, 2026, by the following vote:

Yes:
No:
Absent:
Abstain:

_____ Date:_____
Keith Roberts, Mayor Pro Tem

Attest:

_____
Sue Blankenship, City Clerk

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

Resolution 2026-XYZ

Adopted by the City of South Lake Tahoe City Council

September 8, 2026

Adopting the Mid-Town Area/Specific Plan

BACKGROUND

A. Sections 65450-65457 of the California Government Code of the State of California allow cities to prepare specific plans (area plans) for systematic implementation of the general plan; and

B. Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances allows local jurisdictions to adopt area plans; and

C. Development of the Mid-Town Area Plan is Strategic Priority 1, Action Item 1.2 of the City's 2023-2028 Strategic Plan and completion of the Area Plan is Priority 4.7 of the City's 2025-2030 Strategic Plan; and

D. On April 29, 2024, the City of South Lake Tahoe issued a notice of intent to TRPA to create the Mid-Town Area Plan/Specific Plan; and

E. The City solicited public input on the Mid-Town Area Plan/Specific Plan on 37 occasions in the form of public hearings (9), open houses (4), private stakeholder meetings (13), community events (3), community organization presentations (2), and meetings with partner agencies (6).

F. The adoption of the Mid-Town Area Plan/Specific Plan is consistent with City's General Plan, Housing Element, and TRPA's Regional Plan; and

G. Per Government Code Section 65453 et seq., on August 20, 2026, the City of South Lake Tahoe Planning Commission conducted a public hearing and passed resolution 2026-011 by a 3 to 1 vote, recommending that the City Council adopt the Mid-Town Area/Specific Plan and Initial Study/Negative Declaration.

H. A notice of the September 8, 2026, City Council public hearing was published in the Tahoe Daily Tribune on August 14 and August 28,

2026.

I. The City of South Lake Tahoe City Council conducted a public hearing, received public comments, considered evidence in the record, and deliberated.

J. The City Council has reviewed the proposed Mid-Town Area Plan and found the project to be consistent with the City General 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 the foregoing recitals are true and correct and made part of this resolution.
2. Finds that the Mid-Town Area Plan as a whole is consistent with the goals, programs and policies of the General Plan, specifically those outlined in the staff report, and shall align development of the Mid-Town region with City intentions, TRPA Code, and recently adopted California law.
3. Finds that the City of South Lake Tahoe has complied with all pre-requisites for adoption of the Mid-Town Area/Specific Plan, including but not limited to under the California Environmental Qality Act and State Planning and Zoning Law.
4. Adopts the Mid-Town Area/Specific Plan.
5. The Development Services Department is the custodian of the documents or other materials that constitute the record of proceedings upon the City Council's decision is based and can be found at 1052 Tata Lane, South Lake Tahoe, CA 96150.

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Adopted by the City of South Lake Tahoe City Council on September 8, 2026, by the following vote:

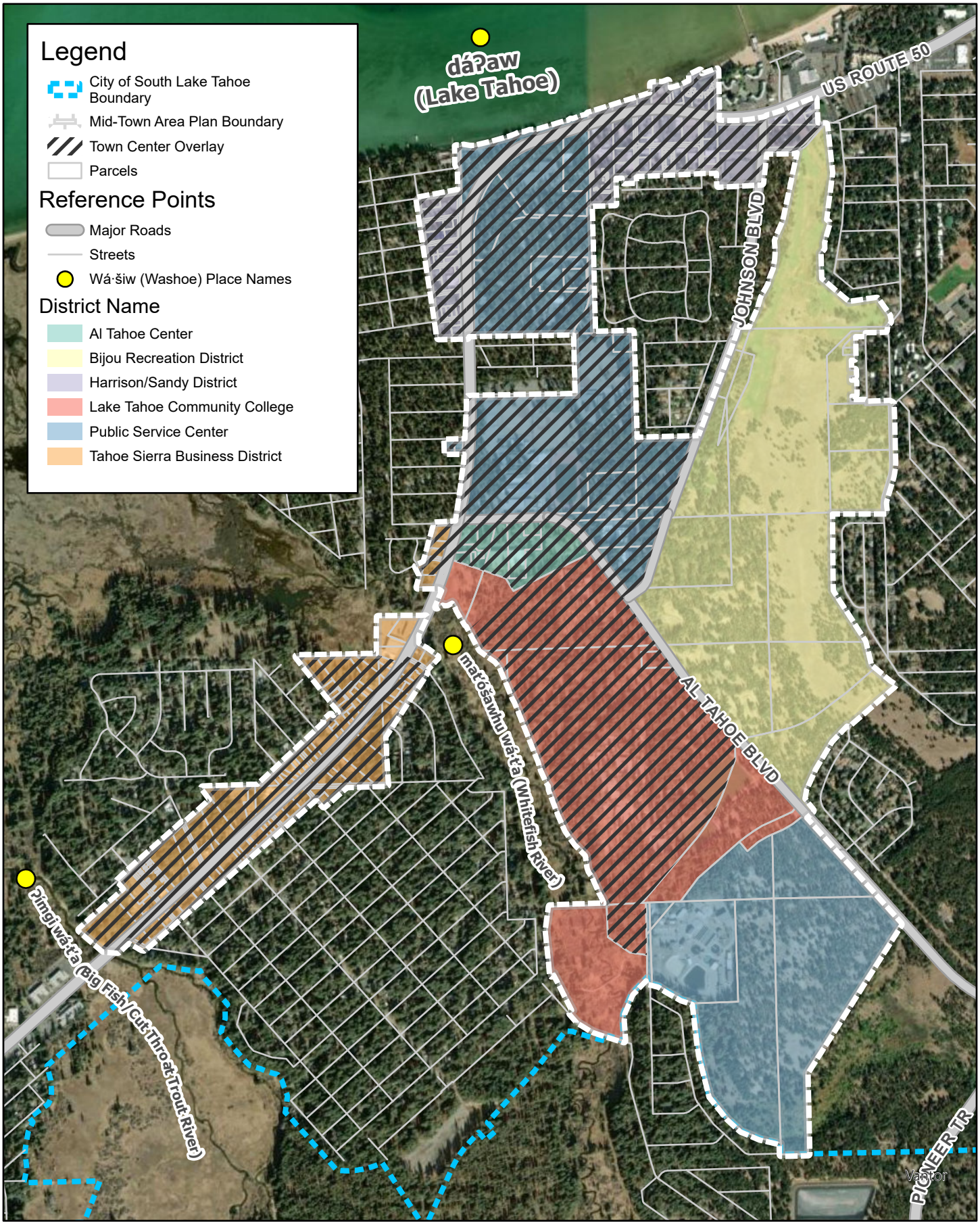
Yes:
No:
Absent:
Abstain:

_____ Date:_____
Keith Roberts, Mayor Pro Tem

Attest:

_____
Sue Blankenship, City Clerk

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



Mid-Town Districts with Town Center Overlay

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

Mid-Town Area Plan Outreach Summary

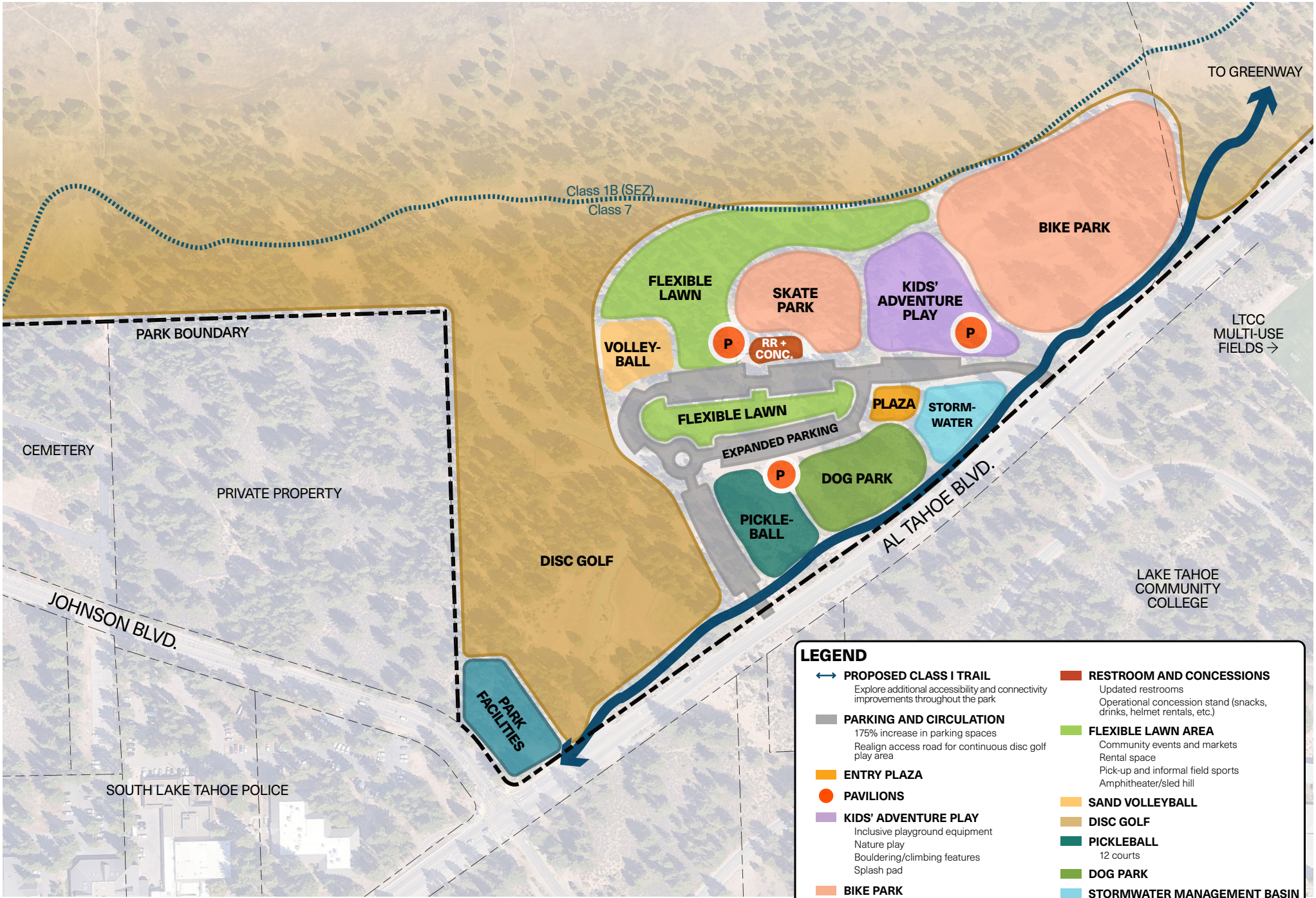
MEETING/EVENT	DATE	TARGETED POPULATION	LOCATION	OBJECTIVE/TAKEAWAYS
Bijou Stakeholder Charette	August 19 & 20, 2024	Individuals representing user groups of Bijou Community Park met to discuss and design alternative layouts and use options for the park. Participants included Boys' and Girls' Club, Tahoe Area Mountain Biking Association, South Tahoe Disc Golf Association, South Tahoe Parks Foundation, skate park users, and members from the Parks and Recreation Commission's Mid-Town Subcommittee.	CSLT Recreation Center	• Needs additional parking. • Uses are disjointed. • Lacking accessible features. • Potential for clubhouse relocation. • Desire for year-round activities.
CSLT Parks and Recreation Commission	August 21, 2024	This was an opportunity for the public and Parks and Recreation Commission to hear from staff regarding feedback received thus far on Bijou Park, Bijou golf course, and LTCC to address events, parking, and best uses in balance with open space and natural stream environment zones. The alternative design scenarios from the Bijou Stakeholder Charette were discussed, as well as alternative locations for golf course operations and club house.	City Council Chambers	• General support of the concepts shown in diagrams. • Emphasized the need for accessible/inclusive features. • New location needed for parks maintenance facility. • Diagrams shown in Appendix A.
Lake Tahoe Collaborative	September 9, 2024	Social Service providers in South Lake Tahoe: El Dorado County (Behavioral Health & Health and Human Services), Live Violence Free, Tahoe Coalition for the Homeless, Advance, Barton, St. Joseph Community Land Trust, Boys' and Girls' Club, Lake Tahoe Unified School District, and others.	South Lake Tahoe Library	• Emphasis on the importance of implementation. • Safety of children navigating the area. • Parking availability needs to keep pace with 56-acres improvements and access to beaches.
Lake Tahoe Community College Coyote Kickoff	September 13, 2024	City staff was present at LTCC's fall orientation to introduce students and their families to the Mid-Town Area Plan.	Lake Tahoe Community College	Awareness, build public interest

CSLT Multicultural Celebration	September 14, 2024	City staff was present at the City's Multicultural Celebration to introduce community members to the Mid-Town Area Plan.	Bijou Community Park	Awareness, build public interest
State of the City	September 17, 2024	Staff was present at the State of the City address to inform attendees about the plan and process.	Tahoe Beach Retreat	Awareness, build public interest
Open House 1	September 25, 2024	This was a public event that taught attendees what area plans are, provided existing conditions of the plan area, and allowed participants to provide feedback on their priorities and concerns for the area. Approximately 90 individuals attended.	SLT Senior Center	• Potential for high-density residential and mixed use throughout the plan area, and specifically the Tahoe Center. • People appreciate the area's convenience to local shops and services, ability to walk and bike most places, the small-town charm. • See Appendix B.
Open House 2	October 2, 2024	This open house was intended to reach South Lake Tahoe's Latino population who speak Spanish as their primary language. Topics included an introduction to area plans and their roles; group discussions on priority topics; and a written feedback activity. There were 8 attendees.	Family Resource Center	• Concerns about unaffordable commercial spaces. • More affordable housing for large families with more parking. • Concern over pedestrian/scooter conflicts. • Rec uses need to be activated at all times of the day and accommodate all ages/abilities. • See Appendix C.

Stakeholder Land Use Charette	October 22 & 23, 2024	Approximately 25 stakeholders who had previously participated were invited to explore alternative scenarios and potential trade-offs for Mid-Town. Participants were given tokens representing different land uses and were free to “develop” key areas as they saw fit.	CSLT Recreation Center	• Identified need for mixed-use with residential components. • Strong support for shared parking facilities. • Desire for more flexibility in allowed commercial uses.
CSLT Arts, Culture, and Tourism Commission	November 12, 2024	The Arts, Culture, and Tourism (ACT) Commission held a discussion on how the plan can support public art to highlight education, culture, conservation, and appreciation.	City Council Chambers	• Should highlight native species, Washoe culture, local artists, and the community's connection to the City of Ameca. • Art should inspire and have a lasting impression on viewers.
Open House 3	November 13, 2024	The third public open house in the outreach process was focused on strategies for implementation. Draft policies were presented for which participants could indicate their opinion (support, neutral, oppose). There were 15 participants.	South Lake Tahoe Library	• Overall support for redevelopment and mixed-use. • Support local businesses. • Create more opportunities for events/markets/fairs, third places. • Support for concentration of City services in 56-acres site but need a plan for vacated sites. • Strong support for improved bicycle connectivity.
Focused Stakeholder Meetings	August – November, 2024	In addition to the two stakeholder charettes as noted above, fourteen (14) stakeholder meetings have been held to discuss specific elements of the plan, such as recreation; housing; pedestrian and bicycle infrastructure; commercial development and business health; and arts and culture. Many meetings included a mix of individuals representing	Various locations and virtual	See Appendix B.

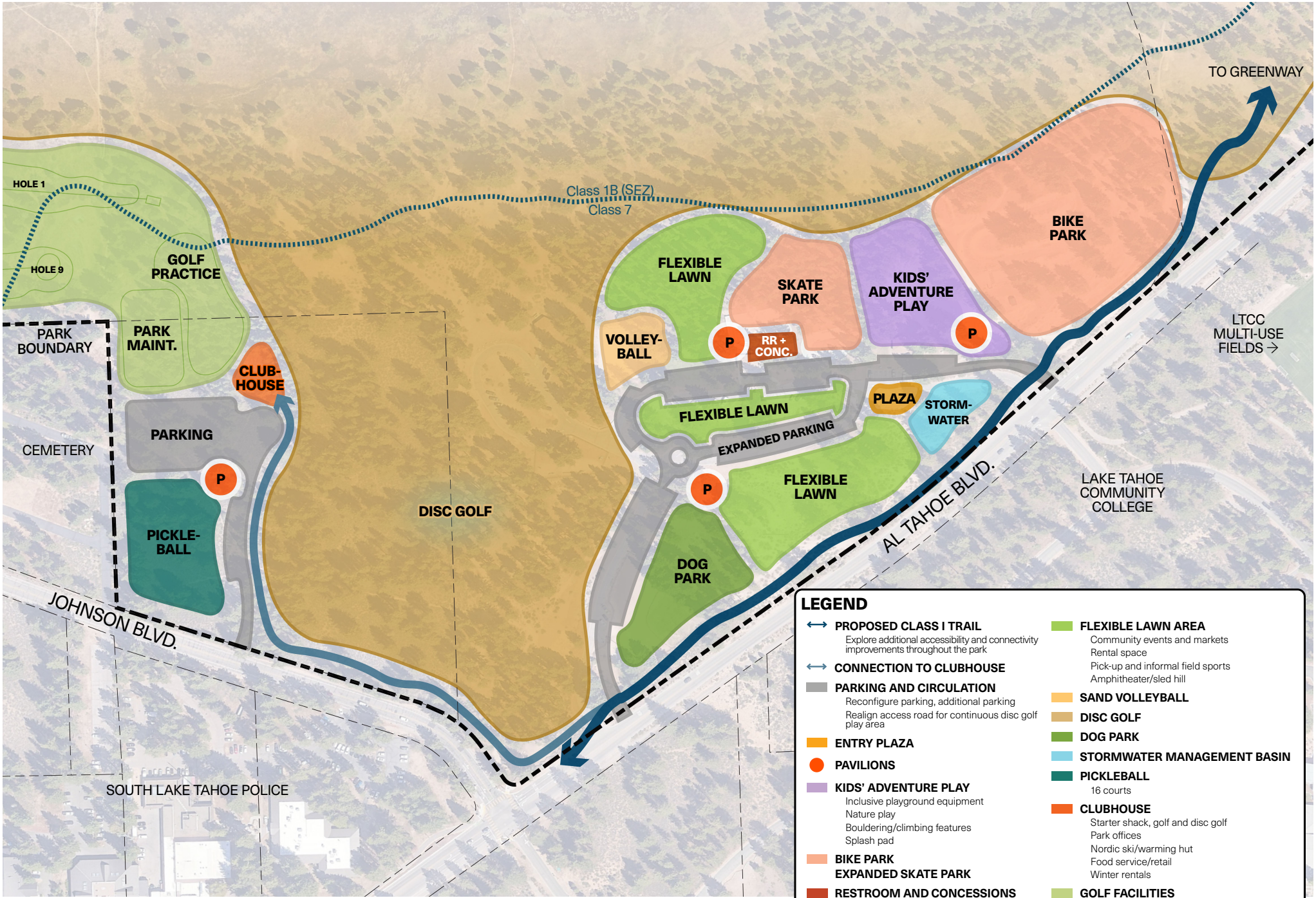
		different community organizations, while one on one meetings were held with specific stakeholders: Lake Tahoe Community College, El Dorado County, South Tahoe Public Utility District, Bicycle Advisory Commission, and the Lake Tahoe Historical Society.		
Transforming Neighborhoods: National Association of Realtors' Consulting Corps	July 2024	The Counselors of Real Estate Consulting Corps conducted a site visit and met with stakeholders independently of the City's outreach process. They created a report of analysis and recommendations for economic development and redevelopment strategies.	Various locations, South Tahoe Association of Realtors	See Appendix D.
Lake Tahoe Business Walk	October 2024	City staff participated in the Tahoe Chamber's South Shore Business Walk with other Tahoe Chamber representatives to conduct door to door outreach to local businesses. Survey questions were presented and discussed to gauge the health and needs of businesses and business owners.	Various locations	See Appendix E – note that results are from businesses across the Tahoe Basin.
Open House 4	April 8, 2025	At the final open house for the Mid-Town Area Plan participants reviewed some of the plan's content, such as specific goals for different areas and newly proposed bicycle and pedestrian improvements. The plan's vision statement and guiding principles were vetted by participants to ensure they reflect an accurate, shared community vision. There were 17 participants.	SLT Senior Center	Participants showed strong support for the vision statement and the many new connectivity improvements proposed. Emphasis was placed on the importance of year-round recreation opportunities.

Appendix A
Concepts from Bijou Charette



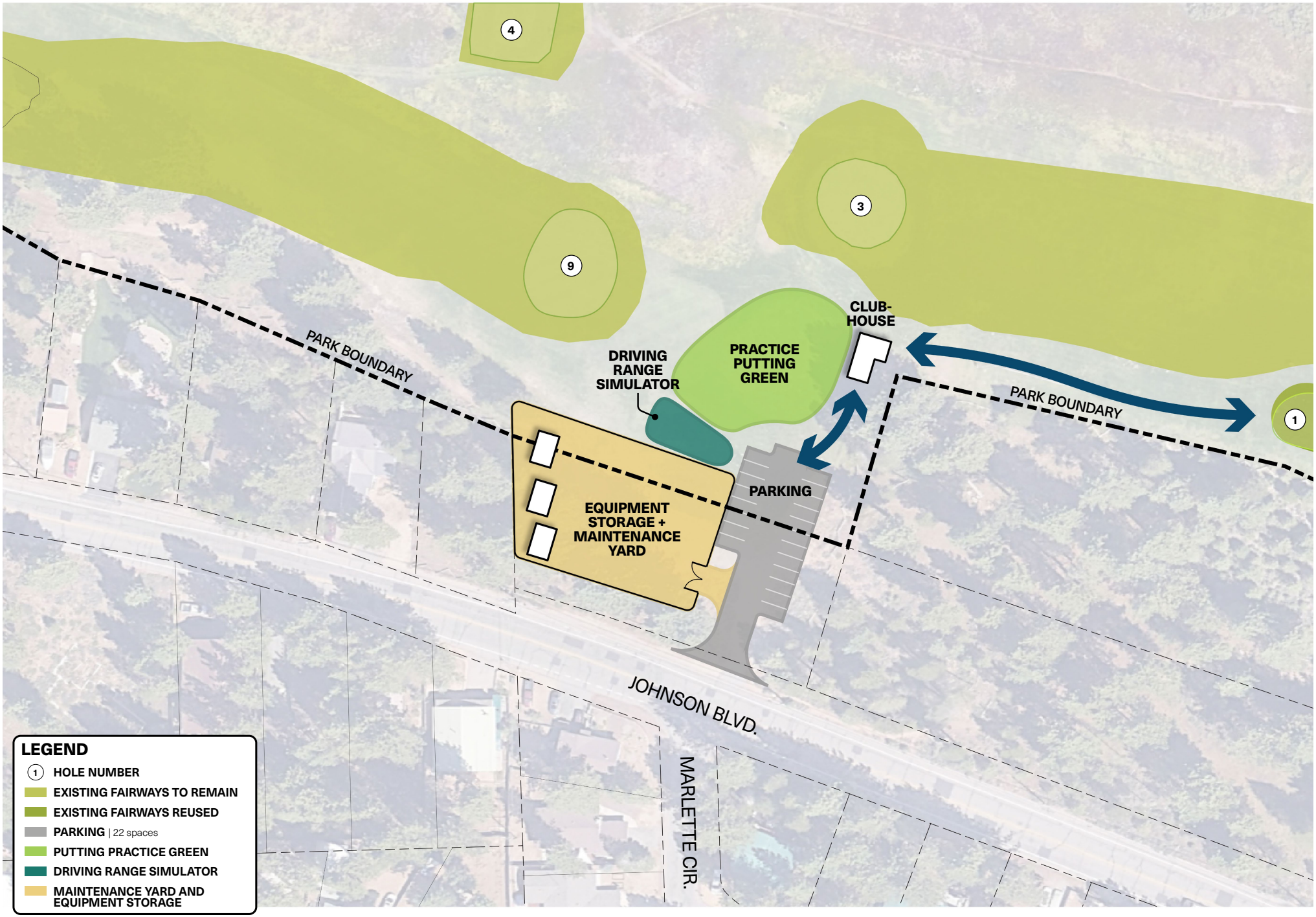
Concept A | BIJOU COMMUNITY PARK

DESIGNWORKSHOP
November 2024



Concept B | BIJOU COMMUNITY PARK

DESIGNWORKSHOP
November 2024



Enlargement: Clubhouse at Marlette | BIJOU GOLF COURSE

N 0 20 40 80

DESIGNWORKSHOP
September 2024

Appendix B
Stakeholder Focus Groups and Open House 1 Summary

DESIGNWORKSHOP
Landscape Architecture
Planning
Urban Design
Strategic Services
Environmental Graphic Design

PO Box 5666 / 128 Market Street
Suite 3E
Stateline, Nevada 89449
775.588.5929
designworkshop.com

MEMORANDUM

To: Anna Kashuba and John Hitchcock, City of South Lake Tahoe

From: Design Workshop

Date: 10/10/2024

Project Name: CSLT Mid-Town Area Plan

Project #: 7310

Subject: Stakeholder Focus Groups and Open House Summary

Copy To: N/A

Stakeholder Focus Group Meetings

To supplement broad community engagement as part of the Mid-town Area Plan, Design Workshop hosted a series of stakeholder listening sessions. These listening sessions took place during September and early October 2024.

The six focus group meetings included:

- Residential Development Stakeholder Group Meeting: September 5, 2024
- Priority Pedestrian & Bike Routes Stakeholder Group Meeting: September 5, 2024
- Harrison Avenue Stakeholder Group Meeting: September 6, 2024
- Fremont Avenue Stakeholder Group Meeting: September 18, 2024
- Sierra Avenue Stakeholder Group Meeting: September 24, 2024
- General Development Focus Group Meeting: October 1, 2024

The following memorandum summarizes the key themes and ideas that emerged during focus group meetings.

Land Use & Development

- The way the current land use code is written results in situations where staff may have to deny a good project because it does not meet all the code's requirements. Certain flexibility should be incorporated into the land use code that enables projects that are a net benefit the community to be approved.
- Regulatory red tape is preventing developers from investing in the area. The city should work to streamline processes between multiple agencies to add clarity and predictability to the development process and timeline. It should be made clear to developers what must be done during the entitlement process to get a project successfully approved.
- Property tax on projects has become a financial burden that limits the feasibility of a project. The city should consider development incentives such as not having to pay the property tax on the improvement value of your property for 10-15 years after development.
- The Mid-town area would be a great central hub for community events.

- There are no community spaces from Al Tahoe to the Hangar. The Mid-town area plan should work to provide “third spaces” that are not home or work locations where the community can gather for low or no cost.
- The land use code should be amended to provide flexibility in how developers address certain requirements, such as parking, affordable housing mitigation or environmental impacts. Right now, it’s more advantageous to let properties rot because of the cost to redevelop.
- Consider accelerating review timelines or providing other benefits for green/sustainable building practices.
- Loosen restrictions on density and dimensional requirements to boost the financial viability of proposed projects.
- Enable the mixing of uses, particularly commercial and residential, within the Mid-town Area.

Housing

- Due to a lack of housing at affordable prices in the South Lake Tahoe area, the greatest need is to increase the availability of homes by permitting higher density housing, without sacrificing the space and autonomy that people seek out when living in the mountains.
- Common challenges that people face with housing in South Lake Tahoe are affordability, cleanliness and maintenance of units, and acceptance of pets. Consider incentives for development which address these issues.
- The city’s demographic profile is bifurcated between the service/tourist industry workforce and retirees with often significant savings. A strong mix of housing and development types are needed to support the city’s range of demographics.
- The high cost of living in South Lake Tahoe makes it difficult for many community members to advance toward home ownership. The city should avoid creating situations where people are lifelong renters and consider ways to make home ownership more attainable.
- Today, developers are focused on luxury development because there is a higher guarantee of success. Lessening restrictions for developers and giving them confidence that a project will move through permitting and construction would attract developers to pursue a wider variety of housing types.
- There is a need for deed-restricted housing to control resale prices, set eligibility requirements of buyers, and/or occupancy requirements, ensuring that housing intended for certain demographics remains available in the marketplace.
- The ski resorts employ a high number of exchange visitors who require seasonal housing. Developers should be encouraged to create workforce/seasonal housing units to provide appropriate housing for exchange visitors.

Property Vacancy and Turnover

- The Mid-town Area Plan could consider a different approach to blighted/vacant/over-covered properties which acknowledges that while a proposed development may not check every box, it is better than what exists from environmental, economic, and social perspectives (take the Sunray property, for example). Doing nothing with these properties is an impact in itself.
- People in the community feel defeated by regulations. Consider a tiered permitting system that triggers certain requirements depending on the scope of work. For example, taking down an interior wall should have less requirements than a larger project.

Pedestrian and Bike Safety

- Many improvements to the pedestrian and bicycle network have been proposed but have not yet been built (Hebert to Van Sickle, Safe Routes to Schools, Johnson Blvd. Complete Street project, Bijou Bike Park connector, etc.). Constructing these projects should be prioritized.
- The existing bike route in the Sierra business area which follows behind the Meeks Lumber property often floods and is not a convenient route for accessing businesses and services as a pedestrian or cyclist. Consider a bike boulevard, which is designed primarily for cyclists but allows local traffic to share the road, on Palmira Avenue. The inclusion of lighting, access to businesses from the back, and safer route than following US 50 presents an opportunity to create a desirable location to explore.
- The middle school, Bijou Park/LTCC, and new recreation center create a triangle of recreation and activity in the heart of the city. Developing a strong, safe network, especially in this triangle, will be imperative to create a community hub for Mid-town.
- With the rise of e-bikes and scooters, consideration must be given to integrating e-mobility into the infrastructure system. TTD is in favor of getting people out of their cars and creating a plan where pedestrians can be clear of faster moving traffic, such as 10-ft wide trails with clear regulatory signage.
    - Many e-bike and scooter users are able to charge their devices at home, however the city should plan to integrate e-mobility charging design elements into any planned or future electric vehicle charging stations.
- The existing Class I shared use path gets bogged down at Lakeview Commons, with user speeds ranging from a meandering stroll along the lakefront to e-bike commuters cruising through quickly. Consider separation of uses through the addition of a separate pedestrian sidewalk in higher traffic areas to mitigate user conflicts.
- The bike path that goes behind the Harrison Avenue businesses is not as successful as others, as people still prefer to ride their bikes down the street in front of the businesses. When locating new paths and trails, give bikers clear, convenient routes because that is the route they will take anyways.
- There is not a formal school zone at South Tahoe Middle School. A formal school zone should be created where it is possible for the safety of students.
- It is very difficult for drivers to see cyclists and pedestrians at nighttime in areas without lighting. Providing pedestrian-scale lighting along busy roads improves the visibility of cyclists and extends use of the bike path further into evening hours.
- Landscape buffers and lanes wider than 5' are preferable.
- Many people in the community rely on walking, biking, or taking the bus as their only means of transportation. The city should plan for snow removal and snow storage to ensure that ped and bike routes remain accessible year-round.
- Provide more or improve the existing crosswalks/bike-ped safety features in the Sierra Ave. area.

Expanded Parks and Recreation Opportunities

- Bijou Park and the golf course are disjointed; however the central location makes it a great opportunity to be a central hub for the community.
- South Lake Tahoe does not have a community amphitheater/event space. Provide an amphitheater, potentially at Bijou Park, to allow the community to participate in a wider range of events and activities.

Public Parking

- There is a reported lack of parking for businesses on Harrison Ave., both for customers and employees. Consider providing additional parking behind the new recreation center or nearby to allow employees to park and walk from a satellite lot.
- There is a general lack of ADA accessibility in the Harrison Ave. and Sierra business areas. Provide additional public ADA parking spaces and access in both of these areas.
- Today, the Mid-town area is more easily accessible by vehicle than alternative means of transportation because it does not have the infrastructure for people to park, get out of their cars, and explore safely and comfortably. Providing satellite public parking lots, similar to the existing public lot at Harrison and Modesto, encourages people to get out of their cars and explore.
    - There are several parking lots in the Mid-town area which are not always in use or full. The city could consider using underutilized parking lots (for example, the middle school parking lot on weekends) as satellite lots.
- Parking requirements are not dynamic enough and have been a prohibitor for redevelopment in other area plans. Code should be less restrictive and allow for creative solutions to avoid putting the city in a position where they have to decline a good idea because the law is too specific.
- In general, parking lots with two entry points are more easily maneuverable, especially during the wintertime.

Public Transit

- The current bus system is difficult to navigate. Push momentum toward frequency of shuttles and micro transit to mitigate parking needs.

Scenic Quality

- Snow storage along roadside reduces visibility of businesses and signage. Consider alternative locations, the road shoulder for snow storage to allow visibility of businesses year-round.
- Curb appeal could be improved in the Sierra business area to make it a more desirable area for people to spend time in.

Tourism

- It is reported that the public often use the restrooms of private businesses in the Harrison Avenue area. Public restrooms and information should be provided in the Harrison Ave. area.
- Lodging units in South Lake Tahoe operate at approximately 50%-60% capacity. Reducing the overall number of lodging units and using the remaining space in other ways (such as housing) would be a more efficient use of space.
- The Event Center struggles to provide non-casino lodging for the events and conferences. There is a need for consolidated tourist accommodations for this purpose, however the Mid-town area may not be the appropriate location.

Open House Summary

An Open House was held on Wednesday, September 25 from 5-7pm at the South Lake Tahoe Senior Center. The Open House introduced visitors to the project area, what area plans can accomplish, and existing

conditions. Community members were also given the opportunity to interact with boards asking questions about pedestrian and bicycle connectivity, land uses, focus topics, and more. Approximately 100 people attended the Open House.

Land Use Activity

When asked, "Where should land uses be located in the future?" Open House participants saw potential for High-Density Residential/Mixed Use throughout the project area, but several participants selected the Tahoe Center at Al Tahoe & US 50 for this use. Commercial retail areas remain across US 50 and recreation uses include the 56 Acres site and Bijou Park.

Pedestrian and Bicycle Facilities Activity

When asked, *"What pedestrian and bicycle facilities are needed within the Mid-Town area?"* Open House participants voted for **restrooms and water fountains** the most (21% of votes), followed by **pedestrian-activated lighted crossings** (19% of votes), and **protected/separated bike lanes** (19% of votes).

Community Priorities Activity

When asked, "In your opinion, what are the 3 most important topics to address within the Mid-Town Area Plan?," Open House respondents prioritized **arts and culture** the most (16% of votes), followed by **pedestrian and bicycle safety** (14%), **prioritizing mixed-use development** (10%), **environmental and water quality** (10%), and **housing** (10%).

Other Questions

A final board asked a series of open-ended questions regarding what they like, don't like, and recommend for the Mid-Town area.

What people like about the Mid-Town area is convenience to local shops and services, ability to walk and bike most places, the small-town charm, and more.

What people don't like about the Mid-Town area is the need to drive everywhere, congested traffic, better sidewalks, and more.

Appendix C
Open House 2 Summary

Mid-Town Area Plan Open House

Family Resource Center

October 2, 2024. 5:30 – 7:00 PM

Housing

The need for affordable housing was a recurring theme throughout the evening. Housing should consider proximity to resources and amenities. More affordable options are needed for larger households, which also require more parking.

Transportation

Many sentiments heard in prior outreach regarding transportation were echoed, such as the need for additional bike path space and stronger enforcement of speed to avoid pedestrian and bike/scooter conflicts. While the value of Lake Link was recognized, individuals felt there is a stronger need to increase fixed route bus services. A comment was received that more consideration should be made when placing bus stops, as many are not used nor in convenient locations. More parking is needed at Lakeview Commons and Bijou Community Park.

Recreation

The group supported the idea of expanding parks as well as adding new multi-use areas surrounding the Multigenerational Aquatics and Recreation Center. Parks should include features for those of all ages as well as activities and improvements to active the space at different times of day (lighting).

There was strong support to develop additional rental spaces for private events and the need for low or no cost winter gathering spaces was identified.

Land Use

The idea of mixed-use/live-work opportunities was supported, with an emphasis on commercial spaces that are more affordable for local small businesses.

Appendix D
CRE Consulting Corps Recommendations



Spurring Redevelopment in the Mid-Town Area

CRE® CONSULTING CORPS RECOMMENDATIONS

TO CITY OF SOUTH LAKE TAHOE

OCTOBER 2024

SOUTH TAHOE ASSOCIATION OF REALTORS

CRE® Consulting Corps

CITY OF SOUTH LAKE TAHOE

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Executive Summary

The City of South Lake Tahoe is in the enviable situation of being a desirable community in the beautiful Sierras on the shore of Lake Tahoe. An attractive destination, the economy is largely dependent on tourism and recreation. The community faces the challenges of many mountain resort communities, in particular a need for housing attainable for local workers and amenities for year-round residents, in addition to vulnerability to economic fluctuations. The challenge of meeting these needs is complicated not only by the tourist-oriented marketplace but also by the development regulations in place to protect the environment.

The City of South Lake Tahoe has made meaningful steps to address these needs through public investments including Lakeview Commons Beach and Harrison Avenue projects, support for a number of housing developments, and the 56-acre project. Construction is currently underway to implement the 56-acre master plan and create a signature recreation and civic space in the center of South Lake Tahoe across from Lakeview Commons Beach. To build on these investments, update the 1995 local area plan, and spur increased investment, the City of South Lake Tahoe has embarked on development of a new Mid-Town Area Plan.

The Counselors of Real Estate® Consulting Corps was asked to examine underutilized commercial sites within the Mid-Town Area, offer strategic real estate guidance to spur redevelopment, consistent with community priorities and the goals of the Mid-Town Area Plan, and propose actionable solutions that could be incorporated into the Mid-Town Area Plan. In addition, the city requested that The Counselors of Real Estate (CRE) Consulting Corps offer economic development advice, both pertaining to the Mid-Town area and to the city more broadly.

Through the Transforming Neighborhoods initiative, the South Tahoe Association of REALTORS® introduced The Counselors of Real Estate to the City of South Lake Tahoe. The CRE Consulting Corps team visited South Lake Tahoe in August 2024 and met with more than 30 stakeholders, including elected officials, city staff, business and nonprofit leaders, employers, social service agencies, environmental organizations, and others. The team reviewed existing plans and studies, analyzed market data, and provided recommended actions.

The CRE team sees a great opportunity to focus the use of public lands in the Mid-Town area for the benefit of local residents as well as the de-emphasis of serving visitors. There are four areas within the boundary that present particular opportunities:

- 56-Acre Public Center.
- Redevelopment of the shopping Center Site.
- Reinvestment in Bijou Community Park & Golf Course.
- Amortize the "Tail."

Addressing needed housing that will meet the needs of local workers is a clear priority. Following are recommendations to help tackle housing needs.

- Improve, clarify, and simplify the development process is one needed approach to help create housing options that meet local needs.
    - A valuable tool would be a coordinated Master Checklist to include City, TRPA, and County requirements.
    - Incorporate planning goals as well as regulatory requirements.
    - Provide clear information about process and fees.
- Explore innovative and flexible housing solutions, including:
    - temporary and modular housing
    - vertical mixed-use developments
    - adaptive reuse of commercial spaces
    - accessory dwelling units
    - an Inverse short term rental program.
- Implement a comprehensive data collection and analysis system. By prioritizing regular needs assessments, integrated data platforms, real-time monitoring, and community engagement, the City can build a data-driven approach to urban planning that is both responsive and sustainable.
- Consider innovative financial tools, structures, and incentives to support redevelopment and new construction.

South Lake Tahoe faces challenges including an affordable housing crisis, environmental preservation concerns, tourism dependency, wildfire risk, infrastructure and traffic congestion, social and economic inequality, limited health and social services, and climate change impacts. Economic development can play a vital role in addressing these challenges by diversifying the economy, supporting affordable housing development, enhancing workforce development, promoting environmental sustainability, improving infrastructure, and fostering community engagement. Collaboration among various sectors and stakeholders is crucial for implementing effective solutions. Case studies from other successful ski resort towns highlight best practices in areas such as land use, economic diversification, and community engagement, offering valuable insights for South Lake Tahoe's path towards sustainable and resilient economic growth.

The action steps and recommendations detailed in this report will require focus, collaboration, and participation by a broad set of community stakeholders. An active, coordinated effort, supported by broad involvement, will be beneficial to all parties and provide the housing options and services needed to benefit the South Lake Tahoe community.

Introduction

Lake Tahoe has long been a premier destination for visitors from around the world and also has drawn residents who desire to live in a resort mountain community close to outdoor recreation. The City of South Lake Tahoe, California, situated at the south end of the lake adjacent to the Nevada state line, has a population of approximately 21,330 (2020 Census). It lies within El Dorado County, which has a population of about 191,185 (2020 Census). The population swells dramatically with the influx of visitors both in winter and summer, and housing costs have increased, becoming out-of-reach in particular for many year-round residents who work at local jobs.

Local growth and development decisions are managed not only by the City of South Lake Tahoe but also by the Tahoe Regional Planning Agency. A unique bistate entity, the Tahoe Regional Planning Agency (TRPA), oversees land use and planning throughout the Lake Tahoe basin. Created in 1969, TRPA "is governed under the Compact enacted by the states of California and Nevada, affirmed by the United States Congress, and then signed by the states' governors and the President of the United States."[1] In addition to a governing board, an Advisory Planning Commission assists with technical and scientific issues, bringing together water quality, natural resource, planning staff, community members, and other experts. Metrics tracked include water quality, air quality, soil conservation, vegetation, fisheries, wildlife, scenic quality, recreation, and noise.

As stated in TRPA's 2014 Strategic Plan, TRPA's "vision is for a Lake environment that is sustainable, healthy, and safe for the community and future generations." Its "mission is to cooperatively lead the effort to preserve, restore, and enhance the unique natural and human environment of the Lake Tahoe Region, while improving local communities, and people's interactions with our irreplaceable environment." It is not the intent of The Counselors of Real Estate to evaluate TRPA's role or to express opinions about the oversight nor to assess the interaction between TRPA and local requirements and processes.

TRPA is directed by the Compact to "establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities," (Compact Article I(b)) and to "ensure an equilibrium between the Region's natural endowment and its manmade environment."[2]

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[1] *Strategic Direction - 2020 and Beyond - Tahoe Regional Planning Agency, November 2020.* https://www.trpa.gov/wp-content/uploads/documents/archive/Agenda-Item-No.-VII.A-TRPA-Strategic_Plan_2020.pdf

[2] *Tahoe Regional Planning Agency Strategic Plan, June 2014, p3.* https://www.trpa.gov/wp-content/uploads/documents/archive/Strategic_Plan_2014_June2014_Final_rev1-21-15.pdf

The City of South Lake Tahoe is undertaking development of the Mid-Town Area Plan to guide future land uses and development to meet the needs of residents, businesses, visitors, and the environment. This will update the 1995 Bijou/Al Tahoe Community Plan which was consistent with the city's 1988 General Plan and the 1987 TRPA Regional Plan. Since that time, the city has updated its General Plan twice (1999 and 2011), and the TRPA Regional Plan was updated in 2012. Since 2011, the city has been working to update and replace outdated community plans with area plans consistent with the 2012 TRPA Regional Plan. The Tourist Core Area Plan was adopted in 2013, and the Tahoe Valley Area Plan was adopted in 2015.

The TRPA Code of Ordinances allows local jurisdictions to develop and adopt area plans that implement the TRPA Regional Plan, reflect a local community vision, and streamline the development permitting process.

The Mid-Town Area Plan will encompass land included in the current Bijou/Al Tahoe Area Plan as well as additional surrounding commercial and recreation land. Area Plans allow the city and counties in the Lake Tahoe Basin to implement the TRPA Regional Plan policies with greater flexibility and at the community scale. These plans are intended to reflect the community's vision for its future and are created with community members and stakeholder involvement.

The City's General Plan directs changes to this area to incorporate more opportunities for mixed use and higher density residential development to provide much needed housing in the community and more economic development possibilities associated with year-round population in the area. These new land use opportunities would be developed to complement the vision of the 56-acre Master Plan. The 56-acre Master Plan, adopted in 2022, builds upon the success of the Lakeview Commons and Harrison Avenue projects to create a signature civic and recreational park in the center of the South Lake Tahoe community and within the Mid-Town area to further transform the Mid-Town area into a recreation, arts, and community hub. The 56-acre Master Plan focuses on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation. With the recent adoption of the 56-Acre Master Plan and the current construction of a new recreation/ swim center, the opportunities for recreation in this area will continue to improve.

The Mid-Town area is the heart of South Lake Tahoe, with the most scenic views of Lake Tahoe in the City and is a central hub between other local and visitor destinations in the Tahoe Valley and the Tourist Core/Heavenly Village areas. The Mid-Town area includes several commercially focused areas that are popular resident and visitor amenities. The Mid-Town area also contains many opportunities for recreation featuring Bijou Park (bike park, skate park, dog park, disc golf, and picnicking), Bijou Golf Course, South Lake Tahoe Recreation and Swim Complex, South Lake Tahoe Ice Arena, South Lake Tahoe Campground, several multi-use sports fields, and a launch point for boating, paddleboarding, and

swimming at Regan Beach and Lakeview Commons. Civic and education uses within the Mid-Town area include the Lake Tahoe Community College, South Tahoe Middle School, El Dorado County Library, US Forest Service office, and US Post office. Unfortunately, the area also has a number of properties which are vacant or underutilized.

In 2024, the city is conducting extensive community outreach and engagement to develop goals, policies and implementation priorities to revitalize the Mid- Town area. Once approved by the City and Tahoe Regional Planning Agency, the Mid-Town Area Plan would provide guidance for all future redevelopment and development opportunities and would identify infrastructure needs to support the future vision of the Mid-Town area.

Statement of Problem

The Mid-Town area contains several properties that have remained vacant or underused for over 120 days. These sites represent wasted potential for business opportunities, contribute to a dismal visual appeal that deters investors, residents and visitors, and in some cases, present unsafe and blighted conditions. Redeveloping these sites offers an opportunity to bring in new businesses and potentially housing units, advancing City planning goals and enhancing the overall quality of life for residents. The City of South Lake Tahoe and the South Tahoe Association of REALTORS® requested the expertise and recommendations of the CRE Consulting Corps to identify strategies for attracting and facilitating redevelopment of these underutilized properties consistent with community goals and provide advice that may spur revitalization, including area-wide economic development recommendations.

CRE® Consulting Corps Team Process

Through its Transforming Neighborhoods Program, the National Association of REALTORS® is collaborating with The Counselors of Real Estate's Consulting Corps to deliver strategic real estate problem-solving to select projects. NAR issued a call for applications and submitted those received for review by the CRE Consulting Corps. The South Lake Tahoe project, submitted by the South Tahoe Association of REALTORS®, in conjunction with the City of South Lake Tahoe, was selected.

The CRE Consulting Corps team visited South Lake Tahoe in August 2024. The team reviewed applicable plans and studies pertaining to the area, toured the neighborhood, and interviewed more than 35 individuals. Stakeholder meetings included city elected leaders and staff, business and industry representatives, local Realtors®, and other stakeholders. The team formulated their recommendations and presented them to South Lake Tahoe city staff at the end of their week onsite.

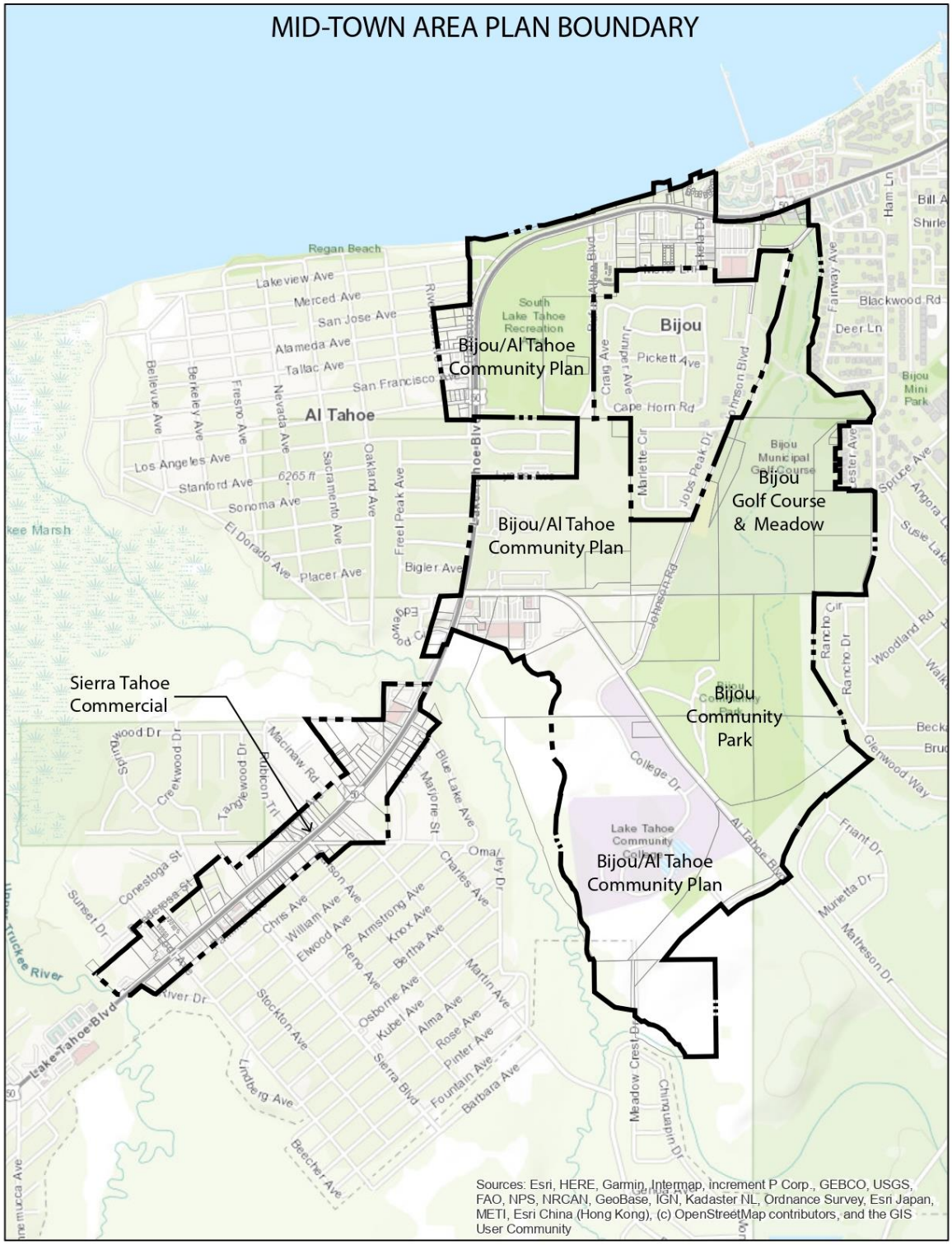
Site Opportunities and Planning Process

There is a great opportunity to focus the use of public lands in the Mid-Town area for the benefit of local residents and to deemphasize visitor services and amenities. The now-under-construction community recreation center, located at the north end of the Mid-Town plan area, represents new investment and a fresh commitment to the use of public lands in the Mid-Town area for the benefit of local residents. Resident-serving land uses in the Mid-Town area will likely balance the historic emphasis of public and private investment on visitor serving commercial and recreational uses near the state line visitor area (heavily gaming, skiing and hospitality uses) and the commercial center located south near the intersection of US 50 and US 89. The Mid-Town plan area is also significantly influenced by the presence of existing and future open space, used to maintain and manage the water quality in Lake Tahoe. As a consequence of the geography of the area, the alignment of US 50 along the southern lake shore and the location and scale of estuary areas, the Mid-Town plan area is irregularly-shaped, mostly in a north-south orientation, but with a portion of highway-fronting lands located to the south, and severed from the balance of the plan area by other residential neighborhoods creating what we will refer to later as "the Tail."

The new Recreation and Aquatic Center plays a significant role in our evaluation of the Mid-Town plan area opportunities. It is located prominently at the curve of US 50 as it meets the shoreline of Lake Tahoe and turns east towards the balance of the community and visitor and gaming area at the state line. Now under construction, this $65 million public investment is one of the largest recent public investments by the City of South Lake Tahoe, with completion anticipated in late 2025 or early 2026. The new recreation center strengthens the public recreational land uses already within the Mid-Town plan area, including several public uses of facilities (city, county and state), a transient publicly-owned campground (Campground by the Lake), South Tahoe Middle School and offices of the local school district, the Bijou Golf Course and Meadow, the Bijou Community Park, and the Lake Tahoe Community College. We informally estimate that within the Mid-Town plan area, some two-thirds of the land area is either in public ownership and use, or is otherwise dedicated to continuing preservation and conservation uses. Also notable is the exclusion of the Bijou residential neighborhood area, effectively the "doughnut hole" in the northern portion of the plan area. As such, there is only limited ability to rely upon traditional private property ownership and redevelopment activities to stimulate and drive neighborhood revitalization and renewal; public investment in the area will be central to any revitalization efforts.

The exception to the heavy concentration of public ownership of lands in the plan area is located mid-district, in the southeast quadrant of the intersection of US 50 and Al Tahoe Boulevard, where there is a community shopping center site. Like many community shopping centers today, this shopping center is showing signs of clear distress, having lost its grocery anchor. While apparently owned by separate owners of different parcels, the shopping center site represents one of the only sites of sufficient size to attract developer interest and a site that would permit a variety of styles of mixed-use development. Not

surprisingly, to the extent that affordable residential housing is most effectively accomplished through mid-rise, attached construction, this is the obvious site for such an alternative.



Our reconnaissance and inquiries suggest that there are four areas within the plan area that deserve special attention and represent an opportunity to fulfil the plan area's objective of being "community focused" and meeting the needs and activities of local residents (versus visitors):

- The 56 Acre Public Center
- Redevelopment of the mid-district Shopping Center site
- Reinvestment in the Bijou Community Park and Golf Course
- Amortization of the "Tail"

The 56 Acre Public Center

Located at the north end of the plan area, and representing the "corner" in which US 50 turns from north-south to east-west along the shore of Lake Tahoe, this approximately 56 acre site is serving as the site of the new Recreation and Aquatic Center, as well as serving as the site for other existing public buildings and the Campground by the Lake, a city-controlled campground. Due to the important "gathering" capability of the new recreation center, and the intended focus of the plan area to meet the needs of local residents, we believe that significant effort needs to be given to the post-completion of the recreation center and the balance of the tract be "re-planned" to cause the relocation of the campground to other portions of the plan area, and the programming of the newly-available public lands for other appropriate public and community-serving land uses. While new building sites may be made available for appropriate public uses, we believe that a significant focus of the planning needs to include public-gathering for uses such as public markets, crafts and arts events, circulation and outdoor activities, perhaps a small concert venue, accompanied by opportunities for some commercial activities (temporary in nature, but appropriately accommodated with hardscape, utilities services, and related site improvements). The underlying intent of our recommending this "fresh look" is – in the presence of the soon-to-be completed recreation center – to ask what other public and community uses should be located at or near the recreation center, and which will strengthen its perception as a gathering plan for the year-round residents of South Lake Tahoe. With care and community support, the natural gathering that will occur around the recreation center can be strengthened and built-upon, again, for the benefit of year-round residents.

Our assessment is that there is more than sufficient land area within the public land inventory of the plan area to allow the relocation of the Campground by the Lake, both freeing up the site for more intense and local-resident focused uses, as well as allowing modernization and re-visioning for the campground (as an asset of the community).

Redevelopment of the Mid-District Shopping Center Site

The assessment and financial feasibility analysis of the redevelopment of the community shopping center located mid-plan area is beyond the scope of this study. However, this shopping center is generally

perceived as the sole assembled site that could service for significant private reinvestment and revitalization, as well as being of sufficient size to allow for a meaningful number of residential units for year-round residents, including affordable housing units for eligible households. The shopping center itself shows many of the signs of distress and under-performance, particularly in relationship to the underlying value of the land beneath the center. This is an all-too-common occurrence in today's shopping centers, a product of changing patterns of retail shopping, convenience shopping and associated specialty uses, such as restaurants, etc. Many qualified observers believe today that as the property markets and retail spending patterns stabilize – after the onslaught of new online retail vendors (Amazon.com, etc.) and the effects of the disruption of Covid are taken into account – there will be as few as one-third of the number of retail establishments in communities across the country. South Lake Tahoe is not immune to these trends and development patterns, and the door is open at this shopping center site for a reinvestment and revitalization project – largely funded by the private sector.

We estimate the site area of the community shopping center and adjacent uses at approximately 11 acres. This suggests to us that were the site developed solely for multi-family residential development, there could easily be from 250 to 500 residential units at the site. With a terminal maximum of, say, 500,000 gross square feet, the site could accommodate significant continued retail uses – say 25,000 sf to 50,000 sf, and still provide a significant number of multi-family residential units. We suspect that were such development to occur, there would be a strong community desire for affordable housing for eligible households; depending upon developer interest and the ability of the community to organize and/or provide additional public investment, the ratio of affordable units to market-rate units would vary. Given the scarcity of sites for mid-rise development, and the desire to focus on the needs of year-round residents, both residential development and affordable housing at this site appear to be very appropriate.

We caution that land assembly for such redevelopment may be complicated by fractionalized ownership, and we suggest the City of South Lake Tahoe recognize that it can play a significant role in facilitating land assembly and "organized" redevelopment of the site. There are a variety of strategies and tools that can be employed by local government to incentivize private land owners to cooperate and coordinate in such instances; there appears to be a clear incentive to do so at this site.

Reinvestment in the Bijou Community Park and Golf Course

Because of the size and scale of public land ownership associated with the community park and golf course, and the adjacency of the Community College site, as well as in conjunction with our recommendation to relocate the Campground by the Lake to the southern portion of the plan area, we believe that there is a significant opportunity to reinvest in the golf course and adjacent park lands to the benefit of year-round residents that are the focus of this Mid-Town plan area. While no detailed quality and condition survey of the golf course and its amenities was completed by the project team, all indications are that the course and its land and recreational amenities are aging, in average to poor

condition, and in need of maintenance and reinvestment. Recognizing that a significant "refresh" of the golf course and parkland amenities is both (i) a driver of fresh market interest and private investment, and (ii) another strategy to focus the revitalization within the plan area on local, year-round residents, improvements to these portions of the plan area are consistent with the long-term goals of the community and represent a very tangible improvement in the public facilities for use by local residents.

The adjacent lands now dedicated to the community college also represent an asset for the plan area that should be evaluated; we suspect that there are a variety of ways in which both the needs of the community college students and staff and the needs of plan area residents can be shared or coordinated to the benefit of both groups. Here again, the place-making that will accompany improvements to the golf course and parkland can enhance and improve a wide-range of appropriate activities on public lands, including some of the same types of community uses discussed above for the recreation center tract.

Amortization of the "Tail"

"Amortization" in this land use context is the process by which nonconforming land uses and structures must be discontinued or made to conform to the requirements of current zoning at the end of a specified period of time. While a term that few are familiar with, "amortization" is a way in which communities can cause a change in land use, while avoiding the financial cost or exposure of a taking of private property through eminent domain. We believe that the "tail" of the plan area (that portion of the plan area severed from the main body by existing single family detached development) should be "amortized" and existing commercial uses be allowed to expire over a long period of time (typically amortization takes approximately 20 years).

We believe that amortization represents an appropriate course of action for this portion of the plan area because of the narrow depth of the commercial uses located along US 50, and the low likelihood that private redevelopment can be effective in causing revitalization or meaningful improvement in the character and quality of properties now fronting along US 50. Furthermore, the development rights could be transferred to other locations, generating more successful developments elsewhere that better meet community needs and priorities. While the City of South Lake Tahoe could attempt to raise funding for a series of public acquisitions using eminent domain, this would be costly and may not have community support due to the costs involved. Amortization removes the element of cost from the equation, with the trade-off being the amount of time that it takes to complete. While such ordinances and practices can have an outside time limit (say 20 years), the land use impacts may occur sooner, because with the inevitable decline in property condition, existing owners have some motivation to seek some form of transaction with the City well before the amortization period has run its course.

Our conclusion that amortization of the "tail" merits careful evaluation is largely a function of the adjacent residential land uses, and the recognition that clustering certain kinds of compatible land uses

(versus allowing the spread or sprawl of development along the highway) is in the long-term interests of the community. In this instance there are also preservation or conservation benefits that may inure to the nearby estuaries and lake front. We also note that there may be benefits associated with amortization to the resolution of conflicts with nearby airport flight path planning and other community land use conflicts.

Other Strategies of Interest

Two other land use management strategies should be acknowledged: (1) a focus and advocacy for mixed-use development in many new and redevelopment projects, and (2) the formation and active use of a land bank to assist in the assemblage of sites of substance for redevelopment.

Mixed-use development is more common in an urban setting, and may strike some as not appropriate amidst the rural and recreational communities around Lake Tahoe. That said, mixed-use development is entirely appropriate in any setting where land is scarce, and where the demands upon the land for use and utilization are more intense than might be historically indicated. Furthermore, mixed use development increases walkability. Like most parts of California, South Lake Tahoe is a community that has grown (and is growing), and we suspect that most residents (both visitors and year-round residents alike) would like to believe that the beauty and recreational amenities of the region will be available to all for years to come. With that in mind, and recognizing the urgent need to manage the Lake Tahoe habitat and environmental setting, mixed-use development represents one of the few tools available to communities to meet the needs of residents, to cope with the economic pressures of rising residential property values and declining affordability, and to manage the environmental impact of growth. Especially within a centrally-located community area (such as our subject plan area), mixed-use development should really be the norm, and not an exception as it is now. We strongly recommend that the Mid-Town plan area be evaluated with a strong. mandate for mixed-use development, and, of course, using higher-than-historical development density, to allow the development of more affordable housing and more lower-cost market rate housing.

Land banking traditionally means an activity or program in which a land-banking (owning) entity is formed and funded for the purposes of acquiring land for a temporary period during which other unrelated activities may occur that then allow a land holding or parcel to be deployed (sold or leased) for appropriate new development or redevelopment. We believe that the City of South Lake Tahoe should evaluate, and if possible, adopt or form a land bank that will allow it to acquire private land offered for sale, for the purpose of assembling that land with other adjacent land that is likewise suitable for development. Land banking is commonly used as a tool for redevelopment and revitalization where the land inventory is limited, where ownership is concentrated, or where the size of land parcels is too small to allow profitable redevelopment by the private development community. It is this last cause – where land parcelization is a barrier – that we see in South Lake Tahoe. To the extent that the community

would like to see private capital used for reinvestment and revitalization, land banking by the community could be an effective tool to increase development project size and to attract private capital. While we acknowledge that a land bank must start with initial funding, and usually in a meaningful dollar amount, with some duration, it can be a very suitable tool for use by the community to stimulate and encourage private revitalization and reinvestment.

Affordable Housing and Development Process

The need to address the underserved supply of affordable housing in South Lake Tahoe was a clear priority of the individuals participating in discussions between the CRE consulting team and stakeholders from the local community. Reference to housing issues was one of the first topics mentioned during these discussions. The creation of market rate and affordable housing suitable for local workers and residents is of the utmost importance to the majority of South Lake Tahoe stakeholders interviewed by the CRE team.

Significant efforts have been made in the city to address this concern. The city has assisted in the development of the following housing projects.

- The Aspens at South Lake Tahoe—47 units of family affordable housing for low- and very low-income households.
- Evergreen Apartments—26 units of family affordable housing for low- and very low-income households.
- Kelly Ridge—32 units of affordable senior housing for very low-income individuals aged 62 years and older.
- Sierra Garden Apartments—75 units of family affordable housing for low- and very low-income households.
- Sky Forest Acres—18-unit housing project for very low-income individuals with disabilities.
- Tahoe Pines Apartments—28 units of family affordable housing for low- and very low-income individuals.
- Tahoe Senior Plaza—44 units of senior housing for very low-income individuals aged 62 years and older.
- Tahoe Valley Townhomes—70 units of family housing for low- and very low-income households.
- Sugar Pine Village—a 248-unit affordable housing project conceived in two sites, East Village and West Village, which together comprise a unified family oriented residential community serving the South Lake Tahoe workforce

Grant funding for these projects ensures they remain affordable. The rents charged are regulated according to the conditions imposed by the governmental body or agency issuing the grant. Further details are included in the inventory summary as required by AB 987, passed by the California State Legislature. See: Assembly-Bill-987-Spreadsheet-20191112 (cityofslt.us).

A ***2019 Summary of Housing Needs*** suggests catch-up of 2,085 is indicated based on the following statistics.

- 165 overcrowded households.
- 1,245 in-commuters wanting to move.

- 675 unfilled jobs.
- 1,205 keep-up.
- 630 retiring employees.
- 575 new jobs.
- **TOTAL** through 2026: 3,290 units divided between market rate (43% - 1,410) and priced lower than market (57% - 1,880).

There was a divergence of opinions expressed during the stakeholder interviews regarding the need for housing, from the above estimate of a 3,290-unit shortfall to a real number of 500—1,000 units. One stakeholder actually felt there was little, if any, shortfall. It is clear the anecdotal estimates cover a wide range.

The lesson here is that a clear understanding of housing demand, based on current accurate data, is essential to planning and developing winning strategies. Outdated or anecdote-based data should not serve as a basis for planning to address supply forecasts.

Clearly understanding housing supply, based on current data, should include coordination across city departments. Identifying pending construction, in process and fully approved, will also be helpful as input to decision making and planning in forecasting supply trends.

Establishment of a central registry of housing opportunities, both current and those expected to hit the market, would significantly impact connecting existing supply and units under construction/renovation with those new to the area or new to the market.

Affordable Housing Supply

South Lake Tahoe has little supply of housing in the general market that is attainable for most local residents/workers. A review of June 2024 homes sales through the MLS shows a median sales price of $700,000, which is an increase of approximately 3% year over year. Condominium/townhouses sold at a median sales price of $598,000—up 22% year over year. See Appendix for these two home sales tables. Capital cost gap for market rate affordable housing appears to be from $300,000 to $500,000 per unit, or more.

Affordable housing must be created with an eye to the incomes of local residents/employees. As shown in the table below, TRPA is using the following definitions:

- Affordable: priced within range for families earning up to 80% of Area Median Income (AMI)
- Moderate: at the price for those earning 80% to 120%AMI
- Achievable: deed restricted and
    - Serving household up to 120% AMI or
    - A household member works for a local employer or

- The resident is a retired person who has lived in a deed-restricted home in the Tahoe basin for more than seven years.

Category	Criteria
Affordable	Income up to 80% of the Area Median Income (AMI)
Moderate	Income between 80% - 120% of AMI
Achievable	Housing units that are deed restricted Achievable require at least one of the following criteria to be met: • Have a household income not in excess of 120 percent of the respective county's area median income (AMI) (moderate income households and below); or • At least one occupant of the household works at least 30 hours per week or full-time equivalency for an employer with a business license or tax address within the Tahoe region or Tahoe-Truckee Unified School District; or • Resident is a retired person who has lived in a deed-restricted unit in the Tahoe Basin for more than seven years.

Number of Persons in Household		1	2	3	4
	40%	$ 24,750	$ 28,300	$ 31,850	$ 35,350
	60%	$ 41,300	$ 47,150	$ 53,050	$ 58,950
El Dorado County Area Median	80%	$ 66,050	$ 75,450	$ 84,900	$ 94,300
Income: $113,900	100%	$ 79,750	$ 91,100	$ 102,500	$ 113,900
	120%	$ 95,700	$ 109,350	$ 123,050	$ 136,700

source: https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/income-limits-2024.pdf

Due to this capital cost gap, affordable housing can only be created through use of a combination of tools, including subsidized financing sources, grants, and non-traditional use of land. These tools typically incorporate permanent deed restrictions to assure the long-term availability of a supply of affordable housing as an important part of the overall picture.

Development Approval and Entitlement Process

Stakeholders reported to the CRE team that the development process in South Lake Tahoe is difficult to navigate. An often-repeated phrase was that the process is a moving target and less than fully transparent. With numerous steps, decision makers and reviews, the requirements sometimes change during the planning and development process, creating an even lengthier process. The net effect is to discourage development, exacerbating the housing shortage, particularly at the lower price point or for multi-family housing.

There are opportunities for improvement through process streamlining and reducing the likelihood of project cost increases. One tool might be to prepare and implement use of a coordinated Master Checklist that includes City, TRPA, and County requirements. A Master Checklist would serve to streamline and clarify the development process. The checklist should incorporate the planning goals as well as the regulatory requirements. For example, a simple and clear checklist of requirements and costs would allow an upfront understanding of the process and likelihood of success moving through approval. A side benefit would likely be a shortening of the time required from concept to reality.

The city should evaluate entitlement process forms and written materials for transparency and cross-agency coordination. The goal should be simplification and process improvement. The evaluation should include outreach to local engineers, designers, brokers and developers to gain perspective on ways to streamline the process. Clearly TRPA should be part of the process to establish a collaborative environment with the common goal to facilitate meeting housing goals, within existing planning and regulatory goals/requirements.

An initial meeting of developers/property owners considering development with representatives of the City, County, and TRPA would help all understand clearly the requirements and potential hurdles. Locking in regulatory requirements at the time of application will help avoid expenses that arise from changes in the ground rules during the approval process. Understanding that the approval process is often lengthy and expensive, such an approach would make realistic planning and financing possible.

With the goal of addressing the need for diverse housing types to support the long-term health of the South Lake Tahoe community for residents and the business community, improving the process of development is a critical objective. This is not to suggest over development but rather to make achieving community planning goals more achievable.

Innovative and Flexible Housing Solutions

As South Lake Tahoe grapples with the challenges of providing affordable and adequate housing for its residents, it is essential to explore innovative and flexible solutions. Traditional housing models alone may not suffice to meet the diverse needs of the community, especially in a landscape marked by fluctuating economic conditions and evolving demographic trends. Embracing innovative housing strategies can offer practical, scalable, and sustainable solutions.

Explore Temporary, Modular, and Manufactured Housing Options

As South Lake Tahoe continues to face challenges related to housing affordability and availability, exploring alternative housing solutions becomes increasingly important. Temporary, modular, and manufactured housing options offer practical, cost-effective ways to address immediate housing shortages and meet the diverse needs of the community. These housing solutions can be deployed rapidly, are flexible in design, and offer a range of benefits that traditional construction methods cannot match. By incorporating these options into the City's housing strategy, South Lake Tahoe can provide more affordable, adaptable, and timely housing solutions for its residents.

Importance of Temporary and Modular Housing Solutions. Temporary and modular housing solutions are particularly valuable in situations where there is an urgent need for housing, such as following natural disasters, during economic downturns, or when there is a sudden influx of workers or residents. Unlike traditional construction, which can take years to complete, modular housing can be deployed in a matter of months, or even weeks, depending on the project's scope. This speed of deployment is crucial for meeting urgent housing needs, such as providing shelter for displaced residents or accommodating seasonal workers.

Moreover, modular housing is inherently more affordable due to its standardized production process. These homes are built off-site in a controlled environment, which reduces construction costs, minimizes waste, and shortens project timelines. This cost efficiency is passed on to the residents, making modular housing an attractive option for affordable housing initiatives.

Advantages of Modular Housing.

1. **Rapid Deployment.**
    - Modular housing units can be manufactured and assembled quickly, making them ideal for situations where time is of the essence. For instance, after a natural disaster or during a housing crisis, modular homes can be deployed rapidly to provide immediate shelter.

2. **Lower Costs.**

    - The controlled manufacturing process of modular homes allows for significant cost savings. By producing homes in a factory setting, developers can reduce labor costs, minimize material waste, and avoid weather-related delays. These savings translate into lower overall costs, making modular housing an affordable option for both developers and residents.

3. **Design Flexibility.**

    - Modular housing offers a high degree of design flexibility. Units can be customized to meet specific needs, whether that means creating smaller, more efficient homes for single occupants or larger units for families. Additionally, modular homes can be easily expanded or reconfigured, allowing for adaptability as housing needs change over time.

4. **Sustainability.**

    - Modular homes are often more environmentally sustainable than traditional homes. The controlled construction environment allows for better waste management, and the use of energy-efficient materials and technologies can reduce the environmental impact of these homes.

Exploring Manufactured Homes as an Affordable Housing Solution. In addition to temporary and modular housing, manufactured homes present another viable option for addressing affordable housing needs in South Lake Tahoe. Modern manufactured homes have come a long way from the stereotypes of the past, offering high-quality, comfortable, and energy-efficient living spaces at a fraction of the cost of traditional homes.

1. **Affordability.**

    - Manufactured homes are one of the most affordable housing options available, with costs often significantly lower than those of traditional site-built homes. This affordability makes manufactured homes an excellent solution for low-income residents, first-time homebuyers, or those looking to downsize.

2. **Improved Quality.**

    - Advances in manufacturing technology have greatly improved the quality of manufactured homes. Today's manufactured homes are built to high standards, with durable materials, modern amenities, and energy-efficient features that make them comparable to traditional homes in terms of comfort and livability.

3. **Versatility and Mobility.**

    - Manufactured homes are not only cost-effective but also versatile. They can be located in dedicated manufactured home parks, on private land, or in mixed-use developments. Their mobility allows for flexibility in land use and can be an advantage in areas where land availability is limited or where residents may need to relocate.

4. **Reduced Time to Market.**

    - Like modular homes, manufactured homes can be produced and delivered quickly, reducing the time it takes to bring new housing to market. This rapid deployment can help alleviate housing shortages more swiftly than traditional construction methods.

Practical Applications of These Housing Solutions. To effectively integrate temporary, modular, and manufactured housing into South Lake Tahoe's housing strategy, the city can consider the following approaches.

1. **Transitional Housing for Displaced Residents.**

    - Deploy modular or manufactured homes as transitional housing for residents displaced by natural disasters, economic hardship, or redevelopment projects. These units can be quickly assembled in safe locations, providing immediate relief to those in need.

2. **Workforce Housing.**

    - Use modular housing to create affordable, convenient housing options for the local workforce, particularly in sectors like tourism and hospitality, where seasonal demand can fluctuate. By placing these units near employment hubs, the city can reduce commute times and improve the quality of life for workers.

3. **Affordable Housing Developments.**

    - Develop entire communities of modular or manufactured homes as affordable housing projects. These developments can be designed to include amenities such as parks, community centers, and public transportation links, creating vibrant, sustainable neighborhoods that meet the needs of all residents.

4. **Partnerships with Developers.**

    - Encourage partnerships between the city, developers, and nonprofit organizations to fund and build modular and manufactured home communities. Incentives such as tax breaks,

reduced permitting fees, and expedited approvals can help attract investment in these types of projects.

Temporary, modular, and manufactured housing solutions offer South Lake Tahoe a flexible, cost-effective, and rapid response to its housing challenges. These housing options not only address immediate needs but also provide long-term solutions that can be adapted as the community's needs evolve. By embracing these innovative approaches, the city can enhance its housing strategy, providing affordable, quality homes for all residents while ensuring that housing supply keeps pace with demand.

Promote Vertical Mixed-Use Development

Vertical mixed-use development is a transformative urban planning approach that integrates residential, commercial, and recreational spaces within the same building or complex. This model not only maximizes the efficient use of land but also fosters a vibrant, walkable urban environment that enhances the quality of life for residents. In a city like South Lake Tahoe, where land is both valuable and limited, promoting vertical mixed-use developments offers a practical and innovative solution to address housing shortages while simultaneously stimulating local economic activity. By encouraging such developments, especially in core urban areas, the city can create new housing opportunities, attract businesses, and build more cohesive and sustainable communities.

Importance of Vertical Mixed-Use Development. Vertical mixed-use development is particularly valuable in urban environments where land is scarce, and development costs are high. By combining different types of spaces within a single structure, these developments make the most of available land, reducing the need for expansive, single-use zoning that can lead to sprawl and inefficient land use. Moreover, vertical mixed-use developments contribute to the creation of lively, 24/7 communities where residents can live, work, shop, and recreate within a short distance, reducing reliance on automobiles and supporting environmental sustainability.

For South Lake Tahoe, promoting vertical mixed-use development in core areas—such as downtown, commercial corridors, and near transit hubs—can help address several challenges simultaneously. It can provide much-needed affordable housing, create jobs, support local businesses, and reduce traffic congestion by encouraging walking and the use of public transportation.

Key Benefits of Vertical Mixed-Use Development.

1. **Maximizing Land Use Efficiency.**

    - Vertical mixed-use developments allow for the densification of urban areas by stacking residential units above commercial and retail spaces. This approach makes the most of

limited land, allowing more people to live and work in the same area without expanding the city's footprint.

- In South Lake Tahoe, where natural beauty is a key asset, maximizing land use efficiency through vertical development helps preserve open spaces and natural areas while accommodating population growth.

2. **Creating Walkable, Vibrant Communities.**

   - By integrating different types of spaces—such as shops, restaurants, offices, and residential units—within a single development, vertical mixed-use projects encourage walking and reduce the need for car travel. This not only supports environmental goals but also enhances the vibrancy of urban areas, making them more attractive places to live and visit.
   - In a city like South Lake Tahoe, which attracts tourists and outdoor enthusiasts, creating walkable environments that blend residential and commercial spaces can enhance the overall visitor experience while benefiting local residents.

3. **Economic Stimulus and Job Creation.**

   - Vertical mixed-use developments stimulate local economies by attracting businesses to ground-floor commercial spaces and creating jobs both during and after construction. These developments can host a range of businesses, from retail stores and restaurants to offices and service providers, contributing to a diversified local economy.
   - By concentrating economic activity in core areas, South Lake Tahoe can build economic resilience, ensuring that the city remains vibrant and prosperous even in the face of economic fluctuations.

4. **Providing Affordable Housing.**

   - One of the most significant advantages of vertical mixed-use development is its potential to include affordable housing units. By incorporating affordable housing into these developments, the city can ensure that low- and moderate-income residents have access to housing in desirable areas close to jobs, services, and amenities.
   - In South Lake Tahoe, where housing affordability is a growing concern, incentivizing developers to include affordable units in vertical mixed-use projects can help meet the demand for affordable housing while promoting socioeconomic diversity.

Strategies for Promoting Vertical Mixed-Use Development.

1. **Zoning and Policy Incentives.**

   - **Density Bonuses.** Offer density bonuses to developers who include affordable housing units or other community benefits in their vertical mixed-use projects. This incentive allows developers to build more units than normally permitted under current zoning regulations, making such projects more financially viable.
   - **Streamlined Approval Processes.** Simplify and expedite the approval process for vertical mixed-use developments, especially those that include affordable housing or are located in designated priority areas. Reducing red tape can attract more developers to pursue these projects.
   - **Tax Incentives and Grants.** Provide tax incentives or grants to developers who undertake vertical mixed-use projects, particularly those that include affordable housing, green building practices, or public amenities. These financial incentives can offset some of the higher upfront costs associated with mixed-use development.

2. **Public-Private Partnerships.**

   - **Collaboration with Developers.** Foster public-private partnerships to share the risks and rewards of vertical mixed-use development. The city can collaborate with developers by providing land, infrastructure support, or financing assistance in exchange for the inclusion of affordable housing, public spaces, or other community benefits.
   - **Community Land Trusts.** Support the creation of community land trusts that can acquire and hold land for vertical mixed-use development. This approach can help ensure that the benefits of these developments, such as affordable housing, remain available to the community over the long term.

3. **Community Engagement and Support.**

   - **Engage the Community.** Involve residents and local businesses in the planning process for vertical mixed-use developments. By gathering input through public meetings, workshops, and surveys, the city can ensure that these projects meet community needs and gain public support.
   - **Promote the Benefits.** Educate the community about the benefits of vertical mixed-use development, including how it can enhance neighborhood vibrancy, provide affordable housing, and reduce environmental impact. Addressing common concerns, such as increased density or traffic, can help build support for these projects.

4. **Design Standards and Sustainability.**

    - **Design Guidelines.** Establish design guidelines that ensure vertical mixed-use developments contribute positively to the urban landscape. These guidelines can address issues such as building height, architectural style, public space integration, and pedestrian connectivity.
    - **Green Building Practices.** Encourage or require the use of green building practices in vertical mixed-use developments, such as energy-efficient materials, water conservation technologies, and renewable energy sources. This not only reduces the environmental impact of these developments but also aligns with South Lake Tahoe's sustainability goals.

Examples of Successful Vertical Mixed-Use Developments. Several cities have successfully implemented vertical mixed-use developments that serve as models for South Lake Tahoe.

- **Portland, Oregon.** Portland's *Pearl District* is a prime example of successful vertical mixed-use development. The area features a mix of residential units, retail spaces, offices, and public amenities, creating a vibrant, walkable community that has become one of the city's most desirable neighborhoods.

- **Denver, Colorado.** Denver's *Union Station* neighborhood showcases the benefits of vertical mixed-use development with its combination of high-rise residential buildings, ground-floor retail, restaurants, and public spaces. The development has revitalized the area and attracted both residents and businesses.

- **Austin, Texas.** The *Domain in Austin* is a large-scale vertical mixed-use development that includes residential apartments, office spaces, retail stores, and entertainment venues. The project has created a bustling urban center that attracts residents, workers, and visitors alike.

Promoting vertical mixed-use development is a strategic approach to addressing South Lake Tahoe's housing challenges while enhancing the city's economic vitality and urban livability. By incentivizing these developments, particularly in core areas, the city can create new housing opportunities, stimulate local businesses, and build sustainable, vibrant communities. With thoughtful planning, strong community engagement, and supportive policies, vertical mixed-use development can play a crucial role in shaping the future of South Lake Tahoe.

Encourage Adaptive Reuse of Commercial Spaces

As the economic landscape evolves, the demand for retail and office spaces changes, often leaving many commercial properties underutilized or vacant. This shift presents an opportunity for South Lake Tahoe to address its housing needs through adaptive reuse—a strategy that repurposes existing commercial spaces for residential use. Adaptive reuse not only revitalizes underused properties but also provides a sustainable, cost-effective alternative to new construction. By converting these spaces into housing, the

city can create new residential opportunities, preserve its unique character, and reduce the environmental impact associated with building on undeveloped land.

Importance of Adaptive Reuse in Housing Development. Adaptive reuse is becoming increasingly important as cities seek innovative solutions to housing shortages without contributing to urban sprawl. In South Lake Tahoe, where land is limited and the natural environment is a cherished asset, adaptive reuse offers a way to accommodate population growth and housing demand without expanding the city's footprint. By repurposing existing structures, the city can make efficient use of its built environment while preserving open spaces and natural areas.

Moreover, adaptive reuse can breathe new life into declining commercial corridors and neighborhoods, making them vibrant, mixed-use areas that attract residents and businesses alike. This approach aligns with broader urban planning goals, such as promoting walkability, reducing car dependence, and creating diverse, sustainable communities.

Key Benefits of Adaptive Reuse of Commercial Spaces.

1. **Efficient Use of Existing Resources.**

    - Adaptive reuse makes the most of existing buildings and infrastructure, avoiding the need for costly and time-consuming new construction. This efficiency is particularly valuable in areas where available land for development is scarce or where there is a desire to preserve the existing urban fabric.
    - In South Lake Tahoe, adaptive reuse can transform vacant or underutilized commercial spaces—such as former retail stores, offices, or warehouses—into much-needed housing. This approach not only addresses housing shortages but also prevents the decay of these properties, which can lead to blight and decreased property values in surrounding areas.

2. **Environmental Sustainability.**

    - Repurposing existing buildings reduces the environmental impact of development. By reusing materials and structures, adaptive reuse significantly lowers the carbon footprint associated with construction, as it minimizes the need for new materials and reduces construction waste.
    - This strategy is particularly important in a city like South Lake Tahoe, where the preservation of natural landscapes and environmental sustainability are top priorities. Adaptive reuse aligns with these goals by reducing the demand for new land development and protecting the city's natural resources.

3. **Preservation of Community Character.**

    - Adaptive reuse helps preserve the architectural and historical character of a community by maintaining and revitalizing existing buildings. These projects can enhance the aesthetic and cultural value of neighborhoods, contributing to a sense of continuity and identity.
    - In South Lake Tahoe, where the unique character of the city is closely tied to its history and natural surroundings, adaptive reuse can ensure that new housing developments respect and reflect the City's heritage, rather than introducing incongruous new construction.

4. **Economic Revitalization.**

    - By converting vacant commercial properties into residential units, adaptive reuse can stimulate economic activity in surrounding areas. New residents bring increased foot traffic and demand for services, which can attract businesses and contribute to the revitalization of commercial corridors.
    - In addition to boosting local businesses, adaptive reuse projects often create jobs in construction, design, and property management, further contributing to the local economy.

Strategies for Encouraging Adaptive Reuse.

1. **Zoning and Policy Adjustments.**

    - **Flexible Zoning Regulations.** Modify zoning codes to allow for the conversion of commercial properties into residential use. This may include relaxing restrictions on building height, density, or parking requirements to make adaptive reuse projects more feasible.
    - **Expedited Approval Processes.** Streamline the approval process for adaptive reuse projects, particularly those that include affordable housing or other community benefits. Expedited permitting can reduce costs and encourage developers to pursue these projects.

2. **Financial Incentives.**

    - **Tax Credits and Grants.** Offer tax credits, grants, or low-interest loans to developers who undertake adaptive reuse projects. These incentives can offset the costs associated with renovating older buildings, making these projects more financially attractive.
    - **Property Tax Abatements.** Provide temporary property tax abatements for adaptive reuse projects to reduce the financial burden on developers during the conversion process. This can be particularly effective in encouraging the redevelopment of underutilized or distressed properties.

3. **Partnerships and Collaboration.**

    - **Public-Private Partnerships.** Foster partnerships between the city, developers, and non-profit organizations to share the risks and benefits of adaptive reuse projects. The city can contribute by providing land, infrastructure improvements, or financial assistance in exchange for the inclusion of affordable housing or other public benefits.
    - **Collaboration with Local Businesses.** Engage local businesses in the planning and development process to ensure that adaptive reuse projects meet the needs of the community and contribute to the local economy. This collaboration can also help integrate commercial and residential uses in a way that enhances the vibrancy of the area.

4. **Community Engagement.**

    - **Public Input and Support.** Involve the community in the planning and design of adaptive reuse projects to ensure that they align with residents' needs and preferences. Public meetings, surveys, and workshops can provide valuable feedback and build support for these initiatives.
    - **Education and Awareness.** Raise awareness about the benefits of adaptive reuse through public campaigns, informational sessions, and partnerships with local media. Educating the community about the environmental, economic, and social advantages of adaptive reuse can help build enthusiasm and support for these projects.

Examples of Successful Adaptive Reuse Projects. Several cities have successfully implemented adaptive reuse projects that serve as models for South Lake Tahoe.

- **Los Angeles, California.** The *Adaptive Reuse Ordinance* in Los Angeles has led to the conversion of numerous old office buildings and warehouses into residential lofts, revitalizing downtown areas and creating vibrant, mixed-use neighborhoods.

- **Portland, Oregon.** The conversion of the former Meier & Frank warehouse into the *Block 216* mixed-use development is an example of adaptive reuse that includes residential units, retail spaces, and public amenities, contributing to the city's goal of sustainable urban growth.

- **New York, New York.** The High Line, a former elevated railway turned public park, has spurred the adaptive reuse of surrounding industrial buildings into residential and commercial spaces, revitalizing the Chelsea neighborhood and creating a popular urban destination.

Encouraging the adaptive reuse of commercial spaces is a strategic and sustainable approach to addressing South Lake Tahoe's housing needs while preserving the city's character and minimizing environmental impact. By repurposing underutilized properties, the city can create new housing

opportunities, stimulate economic activity, and protect its natural and built environments. With supportive zoning policies, financial incentives, and strong community engagement, adaptive reuse can play a key role in shaping the future of South Lake Tahoe, ensuring that it remains a vibrant, livable, and resilient community.

Develop Incentives to Deploy Affordable Accessory Dwelling Units

Accessory Dwelling Units (ADUs) represent a versatile and cost-effective strategy for expanding housing options within existing neighborhoods. These smaller, self-contained living units can be built on the same property as a single-family home, providing additional housing without requiring new land development. In South Lake Tahoe, where housing shortages are a pressing issue, developing incentives for the construction of affordable ADUs could be a powerful tool in addressing the needs of local workers. By offering incentives such as reduced permitting fees, tax breaks, or grants, the city can encourage homeowners to contribute to the solution, creating more affordable rental options and diversifying the housing stock.

The Growing Role of ADUs in California. In recent years, California has recognized the potential of ADUs to alleviate housing shortages and has enacted legislation to make it easier for homeowners to build these units. Statewide policies have streamlined the approval process, reduced barriers such as minimum lot size requirements, and limited the fees that local governments can charge for ADU construction. South Lake Tahoe can build on this momentum by creating local incentives that specifically target the creation of affordable ADUs, particularly for community members in lower-paid jobs.

Key Benefits of Developing Affordable ADUs.

1. **Expanding Housing Supply Without New Land Development.**
    - ADUs allow for the efficient use of existing residential properties, adding housing units without the need for new land development. This is particularly important in South Lake Tahoe, where preserving natural spaces is a priority. By encouraging the construction of ADUs, the city can increase its housing supply while maintaining its environmental and aesthetic character.
    - Additionally, ADUs can help address housing shortages in a more distributed manner, avoiding the concentration of new developments in specific areas and integrating new housing into established neighborhoods.
2. **Providing Affordable Housing for Working-Class Residents.**
    - ADUs are inherently more affordable to build and maintain than traditional single-family homes, making them an ideal solution for providing affordable housing. By targeting incentives towards the creation of ADUs that are rented at below-market rates, South Lake

Tahoe can ensure that working-class residents—such as those employed in the local tourism, hospitality, and service industries—have access to housing they can afford.

- These units can also serve as housing for extended family members, enabling multigenerational living arrangements that can reduce housing costs for families and provide support for aging relatives or young adults.

3. **Empowering Homeowners as Part of the Housing Solution.**

   - By incentivizing ADU construction, the city can empower residents to become part of the solution to the housing crisis. Homeowners who build ADUs not only contribute to the community by providing additional housing, but they also benefit from the potential rental income or the ability to accommodate family members in a separate living space.
   - This approach fosters a sense of community involvement and ownership, as residents play a direct role in addressing local housing needs.

Strategies for Promoting the Development of Affordable ADUs.

1. **Financial Incentives.**

   - **Reduced Permitting Fees.** Offer significant reductions or waivers on permitting fees for homeowners who agree to rent their ADUs at affordable rates. This can lower the upfront costs of building an ADU, making it more accessible for middle-income homeowners.
   - **Tax Breaks.** Provide property tax breaks for homeowners who build ADUs designated as affordable housing. These tax incentives can be tied to the duration of time the unit is rented at an affordable rate, encouraging long-term affordability.
   - **Grants and Low-Interest Loans.** Establish a grant or low-interest loan program to assist homeowners with the construction costs of ADUs. These funds could be targeted specifically at lower-income homeowners or those in designated affordable housing zones, helping to ensure that the benefits of ADU development are widely distributed.

2. **Streamlined Approval Processes.**

   - **Fast-Track Permitting.** Implement a fast-track permitting process for ADUs, particularly those that will be rented at affordable rates. By reducing the time and complexity of obtaining approval, the city can make ADU development more attractive to homeowners.
   - **Pre-Approved ADU Plans.** Provide a selection of pre-approved ADU designs that meet local building codes and standards. Homeowners can choose from these designs, reducing the costs and delays associated with custom plans and ensuring that the units are constructed quickly and efficiently.

3. **Community Education and Support.**

    - **ADU Resource Center.** Establish an ADU Resource Center to provide homeowners with information, technical assistance, and resources related to ADU construction. The center could offer workshops, one-on-one consultations, and online resources to guide homeowners through the process of building an ADU.
    - **Partnerships with Local Contractors.** Develop partnerships with local contractors to offer discounted rates or package deals for ADU construction. This could include bulk purchasing of materials, standardized pricing, or group discounts for multiple ADU projects in the same neighborhood.

4. **Long-Term Affordability Measures.**

    - **Deed Restrictions.** Encourage or require deed restrictions on ADUs that are built with city incentives, ensuring that they remain affordable for a set period (e.g., 10-20 years). This helps protect the investment in affordable housing and ensures that these units serve the intended population over the long term.
    - **Rental Rate Caps.** Implement rental rate caps on ADUs developed through incentive programs, tying rents to a percentage of the Area Median Income (AMI) to ensure that they remain affordable to low- and moderate-income residents.

Examples of Successful ADU Programs. Several cities have successfully promoted the development of ADUs as a solution to housing shortages.

- **Los Angeles, California.** The City of Los Angeles has implemented the *Backyard Homes Project*, which offers homeowners grants and technical assistance to build affordable ADUs. The program is designed to create affordable housing while providing homeowners with additional income.

- **San Francisco, California.** San Francisco's ADU program has streamlined the approval process for homeowners, particularly in areas with high housing demand. The city has also partnered with non-profit organizations to offer financial assistance and support for the construction of ADUs.

- **Portland, Oregon.** Portland has seen a significant increase in ADU construction by offering financial incentives, such as waived development fees, and providing homeowners with pre-approved design templates to simplify the building process.

Developing incentives for the deployment of affordable ADUs is a strategic approach to addressing South Lake Tahoe's housing challenges, particularly for working-class residents. By leveraging financial incentives, streamlining approval processes, and providing support to homeowners, the city can

encourage the widespread adoption of ADUs as a viable and sustainable housing solution. This approach not only expands the housing supply in a cost-effective manner but also empowers residents to play an active role in alleviating the housing crisis. Through thoughtful planning and community engagement, South Lake Tahoe can harness the potential of ADUs to create more affordable, diverse, and resilient neighborhoods.

Implement an Inverse Short Term Rental Program

Short-Term Rentals (STRs) have become a significant issue in many tourist-heavy areas, including South Lake Tahoe. While these properties cater to vacationers and generate income for property owners, they also contribute to rising housing costs and reduce the availability of long-term rentals for local residents. An innovative solution to this problem is the implementation of an Inverse STR program. This program would incentivize property owners to convert their STRs into long-term rental units for local residents, while still allowing them to use their properties for personal vacations. By leveraging tax benefits, grants, or other financial incentives, this approach could increase the supply of long-term housing for residents without the need to ban STRs outright.

The Big Idea. The Inverse STR program is designed to address the housing shortage in South Lake Tahoe by making better use of properties that are typically vacant for much of the year. Wealthier property owners, who primarily use these homes as vacation retreats, would place their properties into a long-term rental program. These homes would be rented out at lower rates to individuals who qualify for low-income housing or are part of the local workforce.

What makes this program unique is the flexibility it offers to property owners. Using an online platform similar to Airbnb, owners can schedule their visits to South Lake Tahoe, effectively renting their own homes back for the duration of their stay. During these times, the regular tenants—who understand the arrangement—would temporarily vacate the property, either taking a short vacation themselves or staying in nearby accommodations funded by the property owner. This system ensures that the homes are occupied year-round, benefiting both the property owners and the tenants.

Key Benefits of the Inverse STR Program.

1. **Increased Housing Availability for Local Workforce.**
    - By converting STRs into long-term rentals, the program directly addresses the shortage of affordable housing for local residents, particularly those working in the service, tourism, and hospitality industries. These residents often struggle to find affordable housing close to their workplaces, and the Inverse STR program provides them with more options.

- The program allows tenants to live in well-maintained, desirable properties that would otherwise remain vacant for most of the year. This not only improves their quality of life but also helps retain essential workers in the community.

2. **Flexibility and Income for Property Owners.**

   - Property owners benefit from a consistent rental income throughout the year while retaining the ability to use their homes whenever they choose. The inconvenience of having to book their own property for personal use is mitigated by the financial incentives and the fact that the property remains well-maintained and ready for their arrival.
   - Owners are responsible for providing funds for their tenants' temporary accommodations, ensuring that the tenants are not financially burdened by the arrangement. This creates a win-win situation, where owners generate income and tenants enjoy reduced rent in exchange for flexibility.

3. **Lower Rental Costs for Tenants.**

   - Tenants participating in the program would benefit from lower rental rates due to the unique arrangement. The need to vacate the property periodically and maintain it in a ready-to-rent condition justifies the reduced rent, making these homes more affordable for those in the local workforce or with lower incomes.
   - The program could be particularly appealing to tenants who have flexible work schedules or who are willing to trade some convenience for the opportunity to live in a more desirable location at a lower cost.

4. **Maintaining High Standards of Property Maintenance.**

   - Because the homes must be kept in a state of readiness for the owners' visits, tenants are incentivized to maintain the property at a high standard. This requirement helps preserve the value of the property and ensures that it remains in good condition for both the owner and future tenants.
   - The professional cleaning services provided before and after the owner's stay further enhance the maintenance of the property, ensuring that it is always in top condition.

Implementation Strategies.

1. **Financial Incentives.**

   - **Tax Benefits.** Offer property tax reductions or income tax credits to owners who participate in the program and make their properties available for long-term rental. These financial

incentives can help offset the costs of the program, such as the cleaning services and temporary accommodation for tenants.

- **Grants and Subsidies.** Provide grants or subsidies to help property owners with the initial costs of converting their STRs into long-term rentals, such as necessary renovations or furnishings that make the property more suitable for year-round living.

2. **Online Platform Development.**

   - **Custom Inverse STR Platform.** Develop an online platform specifically for managing the Inverse STR program. This platform would allow owners to schedule their stays, manage bookings, and communicate with tenants. It would also facilitate the financial transactions required for the temporary relocation of tenants.
   - **Integration with Existing STR Platforms.** Consider integrating the Inverse STR program with existing platforms like Airbnb or VRBO, making it easier for property owners to transition their properties from traditional STRs to the Inverse STR model.

3. **Program Marketing and Outreach.**

   - **Targeted Outreach to Property Owners.** Conduct targeted outreach to property owners who currently use their homes as STRs but are interested in generating consistent income year-round. Emphasize the benefits of the program, including the ability to maintain personal use of the property while contributing to the community's housing needs.
   - **Tenant Recruitment and Education.** Work with local employers and housing agencies to identify potential tenants who would benefit from the program. Educate tenants about the requirements and benefits of participating, ensuring they understand the need to vacate the property during the owner's stays and the associated financial compensation.

4. **Legal and Regulatory Framework.**

   - **Zoning and Ordinance Adjustments.** Ensure that local zoning laws and ordinances are adjusted to accommodate the Inverse STR program. This may include creating specific categories for these properties and ensuring that the program complies with any existing STR regulations.
   - **Lease Agreements and Tenant Protections.** Develop standardized lease agreements that clearly outline the terms of the Inverse STR arrangement, including the conditions under which tenants must vacate the property. These agreements should also include tenant protection, such as the right to fair compensation for relocation costs and the assurance of suitable alternative accommodations.

Challenges and Considerations. While the Inverse STR program offers numerous benefits, it also presents challenges that need to be carefully managed.

- **Tenant Displacement and Satisfaction.** The requirement for tenants to vacate the property periodically could be disruptive, especially for families or individuals with less flexible lifestyles. Ensuring that alternative accommodations are convenient, comfortable, and fully funded by the property owner is crucial to maintaining tenant satisfaction.

- **Property Maintenance and Wear.** The regular use of the property by different parties (tenants and owners) could lead to increased wear and tear. Establishing clear maintenance responsibilities and ensuring that cleaning and repair services are promptly provided will be essential.

The Inverse STR program is an innovative approach to addressing the housing shortage in South Lake Tahoe while respecting the interests of property owners who rely on their homes as vacation retreats. By incentivizing the conversion of STRs into long-term rentals for local residents, the city can increase the availability of affordable housing, support the local workforce, and maintain the flexibility that property owners value. With the right incentives, regulatory framework, and community engagement, the Inverse STR program could become a model for other tourist-heavy regions facing similar challenges, proving that creative solutions can balance the needs of both residents and property owners.

Conclusion

Innovative and flexible housing solutions are crucial for South Lake Tahoe to meet its housing challenges effectively. By exploring temporary and modular housing, promoting vertical mixed-use developments, encouraging adaptive reuse of commercial spaces, developing incentives for affordable ADUs, and implementing an Inverse STR program, the city can create a diverse and resilient housing market that serves the needs of all its residents.

Comprehensive Data Collection and Analysis for Decision-Making

In the rapidly evolving landscape of real estate and urban development, effective decision-making hinges on the availability and analysis of comprehensive data. South Lake Tahoe, like many other communities, faces the challenge of aligning its housing strategies with the needs of its residents. The development and application of robust data collection mechanisms are crucial for guiding sustainable growth, informed policy-making, and effective allocation of resources.

Conduct Regular Housing Needs Assessments

Conducting regular housing needs assessments is a critical strategy for ensuring that the housing policies and initiatives of South Lake Tahoe are aligned with the evolving needs of the community. These assessments are not just about understanding the present demand for housing but also about anticipating future needs. Given the dynamic nature of the housing market, driven by factors such as population growth, economic changes, and shifts in lifestyle preferences, it is vital to maintain a proactive approach in housing planning. This approach enables the city to prioritize its projects effectively, allocate resources efficiently, and make informed decisions that support long-term sustainability.

Importance of Regular Assessments. Regular housing needs assessments provide a data-driven foundation for decision-making in urban planning and housing policy. Without these assessments, the city risks implementing strategies that may not address the actual needs of its residents, leading to misallocation of resources, increased housing shortages, or the development of housing that is unaffordable or unsuitable for the community.

For example, if the city relies on outdated data, it might invest heavily in market-rate housing when there is a growing need for affordable housing. Conversely, an unrecognized increase in demand for senior housing or workforce housing could lead to a crisis if those needs are not identified and addressed in time. Regular assessments ensure that the city can adapt its strategies to the changing landscape, whether those changes are driven by demographic shifts, such as an aging population, or economic factors, such as a rise in remote work leading to an influx of new residents.

Methods for Conducting Assessments. To effectively conduct housing needs assessments, South Lake Tahoe could employ a range of methodologies, each designed to capture different aspects of housing demand and supply.

1. **Surveys and Focus Groups.**

    - **Resident Surveys.** Distribute regular surveys to residents to gather data on their housing situation, including satisfaction with current housing, rent/mortgage burden, and future housing plans. These surveys can also collect information on specific needs, such as

accessibility features for seniors or proximity to public transportation for low-income families.

- **Focus Groups.** Organize focus groups with various community stakeholders, including renters, homeowners, landlords, developers, and social service providers. These discussions can uncover qualitative insights that quantitative data alone might miss, such as the challenges faced by low-income residents or barriers to homeownership.

2. **Data Analysis and Projections.**

   - **Demographic and Economic Analysis.** Utilize census data, economic reports, and local employment trends to project future housing needs. For example, if data indicates a growing tech sector in the region, this could signal an upcoming demand for high-density, affordable housing near tech hubs.
   - **Housing Supply and Vacancy Rates.** Regularly monitor housing supply, vacancy rates, and construction activity. Low vacancy rates might indicate a need for more housing, while high rates could signal an oversupply in certain market segments.

3. **Geospatial Analysis.**

   - **Mapping Housing Trends.** Use Geographic Information Systems (GIS) to map housing trends across different neighborhoods. This analysis can highlight areas of high demand, regions with significant housing shortages, or locations where new development could alleviate pressure on existing housing stock.
   - **Identify Housing Deserts.** GIS can also identify housing deserts where affordable housing options are scarce, helping the city target these areas for development incentives or policy interventions.

4. **Community Partnerships.**

   - **Collaboration with Local Organizations.** Partner with local non-profits, housing advocacy groups, and universities to gather data and insights. These organizations often have on-the-ground knowledge of housing challenges and can contribute to a more comprehensive assessment.
   - **Engagement with Real Estate Professionals.** Engage local real estate agents, brokers, and developers to gather market intelligence. Their perspectives can provide real-time insights into market trends, buyer/renter preferences, and potential future developments.

5. **Scenario Planning.**

   - **Scenario-Based Projections.** Develop multiple housing scenarios based on different assumptions about population growth, economic conditions, and policy changes. This approach helps the city prepare for a range of possible futures and ensures that housing strategies are robust and adaptable.
   - **Impact Analysis of Potential Developments.** Evaluate the potential impact of planned developments on housing needs. For instance, a large new commercial development might increase the demand for nearby workforce housing, while a new bus service could lead to a surge in housing demand along its route.

Regular housing needs assessments are not just a best practice; they are a necessity for South Lake Tahoe to remain responsive to its residents' needs. By employing a combination of surveys, data analysis, geospatial mapping, community partnerships, and scenario planning, the city can maintain a comprehensive and up-to-date understanding of its housing landscape. This proactive approach will enable South Lake Tahoe to prioritize housing initiatives effectively, allocate resources wisely, and ensure that all residents have access to affordable, suitable housing in the years to come.

Deploy Integrated Data Platforms

In today's rapidly changing urban environment, the ability to make informed, data-driven decisions is more critical than ever. South Lake Tahoe, like many municipalities, faces the challenge of managing complex housing needs and development projects across various city departments. The deployment of integrated data platforms is a transformative strategy that can greatly enhance the city's capacity to monitor, manage, and respond to housing issues in real-time. By creating a unified system that allows for seamless data sharing and collaboration among departments, South Lake Tahoe can improve the efficiency, accuracy, and effectiveness of its housing policies and urban planning efforts.

Importance of Integrated Data Platforms. The integration of data platforms is not just a technological upgrade; it is a fundamental shift in how city departments can operate and interact. Currently, data related to housing—such as zoning information, building permits, demographic trends, and housing market conditions—might be siloed within different departments, leading to inefficiencies and delays in decision-making. An integrated data platform would break down these silos, enabling a more coordinated approach to housing development.

For example, when planning a new housing project, having immediate access to up-to-date zoning laws, environmental regulations, and infrastructure data can prevent costly mistakes and ensure that the project aligns with the city's broader urban development goals. Moreover, by making this data accessible in real-time, the city can respond more swiftly to changes in the housing market, such as an unexpected increase in demand for affordable housing.

How Integrated Data Platforms Could Be Deployed. The deployment of integrated data platforms requires a strategic approach that involves both technological investment and organizational change. Following are several key steps and considerations for implementing such a system in South Lake Tahoe.

1. **Data Audit and Standardization.**

    - **Conduct a Comprehensive Data Audit.** The first step is to perform a thorough audit of the existing data across all city departments involved in housing and urban planning. This audit should identify what data is being collected, how it is stored, and any gaps or redundancies in the data.
    - **Standardize Data Formats.** To ensure seamless integration, it is essential to standardize data formats and definitions across departments. For example, standardizing how housing units are categorized (e.g., affordable vs. market-rate) will enable more accurate analysis and reporting.

2. **Implementation of a Centralized Data Platform.**

    - **Choose a Scalable Data Management System.** The city should invest in a centralized, cloud-based data management system that can grow with the city's needs. This system should support real-time data entry, updates, and retrieval, ensuring that all departments can access the most current information.
    - **Enable API Integration.** To facilitate communication between different software systems used by various departments, the platform should support API (Application Programming Interface) integration. This allows different systems to "talk" to each other, enabling the automated exchange of data and reducing manual data entry errors.

3. **Training and Change Management.**

    - **Provide Training for Staff.** Implementing a new data platform will require training for city staff to ensure they can effectively use the system. This training should cover data entry procedures, how to access and analyze data, and best practices for maintaining data accuracy and integrity.
    - **Promote a Culture of Data Sharing.** Successful deployment also requires a cultural shift. Departments must be encouraged to view data sharing as a collaborative effort that benefits the entire city. Leadership can foster this culture by highlighting the importance of data in achieving the city's housing goals.

4. **Real-Time Data Sharing and Analytics.**

    - **Deploy Real-Time Dashboards.** To maximize the utility of the integrated data platform, the city should develop real-time dashboards that provide key stakeholders with at-a-glance views of important metrics, such as housing supply, permit approvals, and project timelines. These dashboards can be customized for different departments, ensuring that each team has the information they need to make informed decisions.
    - **Implement Predictive Analytics.** Beyond just monitoring current data, the platform should incorporate predictive analytics capabilities. These tools can analyze historical data to forecast future housing needs, identify potential bottlenecks in development processes, and recommend proactive measures to address emerging challenges.

5. **Enhancing Public Engagement and Transparency.**

    - **Public Data Portals.** An integrated data platform can also support public engagement by making certain data accessible to residents through online portals. For example, the public could access information on upcoming housing developments, track progress on city projects, and provide feedback directly through the portal.
    - **Transparency Initiatives.** Increased transparency can build public trust and encourage community involvement in housing decisions. By making data publicly available, the city can demonstrate its commitment to open governance and allow residents to participate more fully in the planning process.

Examples of Successful Implementation. Several cities have successfully deployed integrated data platforms to manage housing and urban development more effectively:

- **New York City.** New York City's *NYC Planning Labs* initiative has created open-source data tools that integrate various datasets, such as zoning information, land use applications, and demographic data, into a single platform. This system has improved collaboration among city agencies and enhanced public access to planning data.

- **San Francisco.** The San Francisco Planning Department uses an integrated platform that combines GIS mapping, zoning regulations, and building permit data. This system enables planners to visualize the impact of potential developments in real-time, facilitating more informed and responsive decision-making.

- **Boston.** Boston's *Analyze Boston* platform is a centralized data repository that supports the city's housing and urban development efforts. By providing real-time access to data across departments, the platform has improved the city's ability to manage its housing stock and respond to community needs.

Deploying integrated data platforms is a strategic investment in the future of South Lake Tahoe's housing and urban planning efforts. By breaking down data silos, standardizing information, and enabling real-time data sharing, the city can create a more coordinated and efficient approach to managing its housing needs. This initiative will not only improve the effectiveness of housing policies but also enhance public transparency and trust, ensuring that South Lake Tahoe remains a vibrant and sustainable community for years to come.

Implement Real-Time Monitoring Systems

In the complex and fast-paced world of urban development, real-time monitoring systems are crucial for ensuring that housing projects are completed on time, within budget, and in alignment with community goals. For South Lake Tahoe, implementing these systems offers a powerful tool to track the progress of housing developments, identify emerging trends, and respond promptly to challenges. By leveraging real-time data, the city can make informed, timely adjustments to its housing strategies, ensuring they remain relevant to the needs of the community and responsive to economic changes.

Importance of Real-Time Monitoring Systems. Real-time monitoring systems are not just about keeping projects on track; they provide a continuous feedback loop that enables proactive management of the entire housing ecosystem. Without these systems, the city may only become aware of issues after they have already caused delays, increased costs, or misalignments with community objectives. By the time traditional reporting processes highlight a problem, it might be too late to correct course without significant disruption.

For example, if a housing development is delayed due to unforeseen construction issues, real-time monitoring could allow city officials to intervene immediately, potentially resolving the problem before it causes further delays. Similarly, monitoring occupancy rates in real-time can help the city identify and address housing shortages or surpluses more quickly, ensuring that housing supply meets demand without significant lag.

Key Components of Real-Time Monitoring Systems. To effectively implement real-time monitoring systems, South Lake Tahoe should focus on several key components that will ensure comprehensive oversight of housing developments and their impacts on the community:

1. **Construction Progress Monitoring.**

    - **Digital Project Management Tools.** Deploy digital project management tools that allow contractors, city officials, and developers to track construction progress in real-time. These tools should provide updates on key milestones, such as the completion of foundational work, framing, and final inspections, and highlight any delays or deviations from the project timeline.

- **Drones and Remote Sensing.** Utilize drones and remote sensing technology to monitor large construction sites. These technologies can provide real-time visual data, enabling city officials to assess the progress of construction and identify potential issues, such as safety violations or environmental impacts, from a distance.

2. **Occupancy and Leasing Monitoring.**

   - **Real-Time Occupancy Tracking.** Implement systems that track the occupancy rates of new and existing housing developments in real-time. This can include integration with property management software that updates when units are leased, vacant, or under maintenance. By monitoring these rates, the city can quickly identify trends, such as rising vacancies or high demand in specific areas and adjust its housing strategies accordingly.
   - **Tenant and Landlord Reporting Platforms.** Encourage the use of digital platforms where tenants and landlords can report issues, request maintenance, or update lease statuses. This data can be aggregated to monitor the health of the rental market and address problems, such as widespread maintenance issues or tenant displacement, as they arise.

3. **Infrastructure and Service Impact Monitoring.**

   - **Smart Infrastructure Sensors.** Deploy sensors that monitor the impact of housing developments on local infrastructure, such as water usage, traffic congestion, and public transportation. These sensors can provide real-time data on how new developments are affecting the city's infrastructure, allowing for timely adjustments to services and resources.
   - **Environmental Monitoring Systems.** Implement environmental monitoring systems that track the impact of housing developments on local ecosystems. For example, sensors can monitor air and water quality around construction sites, ensuring that developments comply with environmental regulations and do not harm the surrounding natural environment.

4. **Data Integration and Analysis.**

   - **Centralized Data Dashboards.** Develop centralized dashboards that aggregate data from all real-time monitoring systems. These dashboards should provide city officials with an at-a-glance overview of key metrics, such as project progress, occupancy rates, and infrastructure strain, enabling quick decision-making and response.
   - **Predictive Analytics.** Incorporate predictive analytics into the monitoring systems to forecast potential issues before they arise. For instance, if data indicates that construction delays are likely due to upcoming weather patterns or supply chain disruptions, the city can proactively work with developers to mitigate these risks.

5. **Community Engagement and Transparency.**

- **Publicly Accessible Monitoring Tools.** Create publicly accessible online tools where residents can view real-time data on housing developments, such as construction timelines, expected completion dates, and the impact on local services. This transparency can build trust with the community and ensure that residents feel informed and involved in the development process.
- **Feedback Mechanisms.** Implement feedback mechanisms that allow residents to report issues related to housing developments in real-time, such as noise complaints or safety concerns. This data can be integrated into the monitoring systems, enabling the city to address community concerns promptly.

Examples of Successful Implementation. Cities across the world have successfully implemented real-time monitoring systems to enhance their urban planning and housing development efforts.

- **Singapore.** Singapore's Urban Redevelopment Authority (URA) uses real-time monitoring systems to manage the city's dense urban environment. By integrating data from multiple sources, including construction sites and infrastructure sensors, the URA can monitor the progress of housing developments and their impact on the city in real-time.

- **Amsterdam.** Amsterdam employs real-time data monitoring to manage its housing market, including tracking rental prices, occupancy rates, and housing shortages. This data allows the city to quickly identify trends and implement policies that address housing affordability and availability.

- **Toronto.** Toronto's *Building Toronto Together* initiative includes real-time monitoring of construction progress and occupancy rates across the city. The system provides city officials with up-to-date information that guides housing policy and ensures that developments meet the City's strategic goals.

Implementing real-time monitoring systems is essential for South Lake Tahoe to maintain control over its housing development projects and ensure that they align with the city's broader goals. These systems provide the real-time data needed to make informed decisions, anticipate and address challenges, and keep projects on track. By investing in technology that monitors construction progress, occupancy rates, infrastructure impact, and more, South Lake Tahoe can create a responsive, adaptable housing strategy that serves the needs of its residents both now and in the future.

Increase Community Engagement

Community engagement is a cornerstone of effective urban planning and housing policy development. Involving residents in the data collection and analysis processes ensures that the city's strategies are not only data-driven but also reflective of the diverse needs and experiences of its population. By fostering a

participatory approach, South Lake Tahoe can make more inclusive and representative decisions, leading to housing policies that are better aligned with community needs. Moreover, this engagement builds trust between residents and city officials, creating a sense of ownership and collaboration that is crucial for the successful implementation of any urban development initiative.

Importance of Community Engagement. The value of community engagement lies in its ability to bring a wide range of perspectives to the table. Traditional top-down approaches to urban planning often overlook the nuances of local needs, resulting in policies that may not fully address the concerns of all residents. Engaging the community helps to mitigate this risk by ensuring that the voices of those who are directly affected by housing policies—such as low-income families, seniors, and young professionals—are heard and considered in the decision-making process.

For example, a housing policy developed without community input might prioritize luxury developments that do not meet the needs of the local workforce. By contrast, a policy shaped by community engagement is more likely to include provisions for affordable housing, senior living facilities, and other critical needs. Furthermore, community involvement can identify specific barriers that residents face, such as difficulties in accessing housing services or concerns about neighborhood safety, which might not be evident through data alone.

Methods for Increasing Community Engagement. To effectively engage the community, South Lake Tahoe can employ a variety of strategies designed to reach different segments of the population and gather comprehensive insights:

1. **Surveys and Questionnaires.**

    - **Digital and Paper Surveys.** Distribute surveys both digitally and in paper form to ensure accessibility for all residents. These surveys can ask about residents' housing situations, preferences, challenges, and ideas for improvement. To encourage participation, the city can offer incentives, such as small gift cards or entries into a raffle.
    - **Targeted Surveys.** Conduct targeted surveys for specific groups, such as renters, homeowners, seniors, or new residents. This approach allows the city to gather detailed information relevant to each group's unique experiences and needs.

2. **Focus Groups.**

    - **Diverse Representation.** Organize focus groups with diverse representation from across the community, including different age groups, income levels, and cultural backgrounds. These groups should discuss specific housing issues, such as affordability, access to services, or the impact of new developments on existing neighborhoods.

- **Facilitated Discussions.** Employ trained facilitators to guide focus group discussions, ensuring that all voices are heard, and that the conversation remains productive. Facilitators can help to uncover deeper insights by asking probing questions and encouraging participants to share their personal experiences.

3. **Public Forums and Town Hall Meetings.**

   - **Regular Town Halls.** Hold regular town hall meetings where residents can voice their concerns, ask questions, and provide feedback on proposed housing policies. These meetings should be widely advertised and held at accessible times and locations to maximize participation.
   - **Interactive Workshops.** Organize interactive workshops where residents can participate in the planning process by working on mock housing projects, voting on different policy options, or mapping out their ideal neighborhood. These hands-on activities can make the engagement process more tangible and meaningful for participants.

4. **Community Partnerships.**

   - **Collaborate with Local Organizations.** Partner with local nonprofits, neighborhood associations, and advocacy groups to reach underrepresented populations. These organizations can help distribute surveys, recruit focus group participants, and organize community events, leveraging their existing relationships and trust within the community.
   - **Youth and School Involvement.** Involve schools and youth organizations in the engagement process by organizing workshops or essay contests on housing and community development. Engaging younger residents not only provides valuable insights but also fosters a sense of civic responsibility and involvement from an early age.

5. **Digital Engagement Platforms.**

   - **Online Portals and Social Media.** Create an online portal where residents can access information about housing developments, provide feedback, and participate in polls or discussions. Social media platforms can also be used to engage residents, share updates, and solicit input through comments or direct messages.
   - **Virtual Meetings and Webinars.** Host virtual meetings and webinars to accommodate residents who may not be able to attend in-person events. These digital tools can increase participation by making it easier for people to engage from the comfort of their homes.

6. **Citizen Advisory Committees.**

    - **Establish Advisory Committees.** Form citizen advisory committees that include residents from different parts of the city. These committees can meet regularly to review housing policies, provide input on new initiatives, and act as a liaison between the community and city officials.
    - **Rotating Membership.** To ensure that the advisory committees remain representative, consider rotating membership every year or two. This approach allows new voices to contribute while maintaining continuity in the committee's work.

Examples of Successful Community Engagement. Several cities have successfully implemented community engagement strategies in their urban planning processes:

- **Portland, Oregon.** Portland's Office of Community & Civic Life uses a model called *Community Connect* to engage residents in city planning. This program involves neighborhood coalitions, focus groups, and community forums that have significantly influenced the city's housing and transportation policies.

- **Boston, Massachusetts.** The *Imagine Boston 2030* initiative involved extensive community engagement, including over 14,000 residents participating in surveys, workshops, and public meetings. The insights gathered from this process have guided the city's long-term planning efforts, particularly in housing and economic development.

- **Austin, Texas:** Austin's *Community Engagement Division* employs a multi-faceted approach to involve residents in planning processes, including using digital tools, in-person forums, and partnerships with local organizations. This engagement has been critical in shaping the city's affordable housing strategies.

Increasing community engagement in data collection and analysis processes is essential for creating housing policies that truly reflect the needs of South Lake Tahoe's residents. By involving the community through surveys, focus groups, public forums, partnerships, and digital platforms, the city can gather rich, diverse insights that enhance the quality of its data and the effectiveness of its decision-making. This participatory approach not only leads to more inclusive and representative policies but also builds a stronger, more collaborative relationship between the city and its residents, fostering a sense of shared responsibility for the community's future.

Conclusion

The implementation of comprehensive data collection and analysis systems is a foundational step towards achieving the housing and development goals of South Lake Tahoe. By prioritizing regular

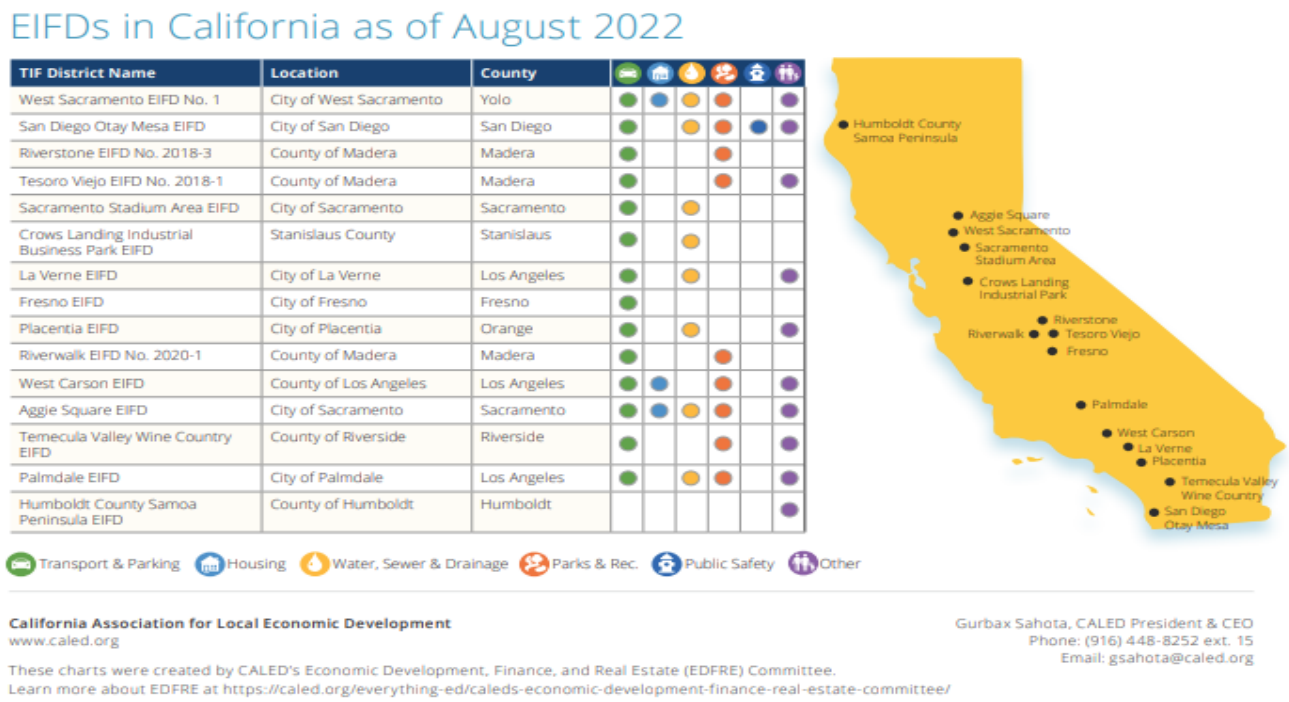
needs assessments, integrated data platforms, real-time monitoring, and community engagement, the city can build a data-driven approach to urban planning that is both responsive and sustainable.

Public and Private Financing

Both infrastructure and vertical construction elements of a commercial or residential project have opportunities for innovative financial structuring.

Infrastructure Financing Sources

- **Enhanced Infrastructure Financing Plans:** (EIFD) have historically been used by redevelopment agencies to raise funds for infrastructure improvements, land assembly, housing, and other projects in areas that are being revitalized. EIFD is financed through tax increments generated from the growth in value of property within the designated district boundary.
  Following are some EIFD examples, and further detail can be found at: https://caled.org/wp-content/uploads/2023/07/05.04.23_CALED_TIF_2ndEdition.pdf. The example list below includes two notable projects located in Sacramento, namely West Sacramento, for the benefit of West Sacramento, and Aggie Square, for the benefit of the City of Sacramento. Formation of EIFDs do not require voter approval, but a 55% vote approval is required for EIFD's issuance of bonds, which has seen a high success rate in urban areas. The table below describes example locations and use of funds in California.



EIFDs in California as of August 2022

TIF District Name	Location	County	Transport & Parking	Housing	Water, Sewer & Drainage	Parks & Rec.	Public Safety	Other
West Sacramento EIFD No. 1	City of West Sacramento	Yolo	●	●	●	●		●
San Diego Otay Mesa EIFD	City of San Diego	San Diego	●		●	●	●	●
Riverstone EIFD No. 2018-3	County of Madera	Madera	●			●		
Tesoro Viejo EIFD No. 2018-1	County of Madera	Madera	●			●		●
Sacramento Stadium Area EIFD	City of Sacramento	Sacramento	●		●			
Crows Landing Industrial Business Park EIFD	Stanislaus County	Stanislaus	●		●			
La Verne EIFD	City of La Verne	Los Angeles	●		●			●
Fresno EIFD	City of Fresno	Fresno	●					
Placentia EIFD	City of Placentia	Orange	●		●			●
Riverwalk EIFD No. 2020-1	County of Madera	Madera	●			●		
West Carson EIFD	County of Los Angeles	Los Angeles	●	●		●		●
Aggie Square EIFD	City of Sacramento	Sacramento	●	●	●	●		●
Temecula Valley Wine Country EIFD	County of Riverside	Riverside	●			●		●
Palmdale EIFD	City of Palmdale	Los Angeles	●		●	●		●
Humboldt County Samoa Peninsula EIFD	County of Humboldt	Humboldt						●

Transport & Parking · Housing · Water, Sewer & Drainage · Parks & Rec. · Public Safety · Other

California Association for Local Economic Development
www.caled.org

These charts were created by CALED's Economic Development, Finance, and Real Estate (EDFRE) Committee.
Learn more about EDFRE at https://caled.org/everything-ed/caleds-economic-development-finance-real-estate-committee/

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- **IBank:** California state supported infrastructure financing is deeply supported by the California Infrastructure and Economic Development Bank (www.ibank.com.gov/loan/infrastructure). IBank has supported numerous cities throughout California, including Pittsburgh, Santa Cruz, Laguna Beach, Escondido, Sacramento, and San Diego, to name a few. An IBank representative can be contacted to present an in-depth overview of their program through the above URL.

IBank's programs also include climate financing, which presents an additional component through which the city can source funding to mitigate climate impact by incorporating housing such as solar or programs like onsite water retention, low water demand appliances, and landscaping design to name a few. In general, $1,000,000—$65,000,000 threshold amounts are considered with terms of up to 30 years.

- **Community Finance District (CFD):** CFDs are private underwriting and special assessment bonds issued where the final funded amount is based on the full tax assessment of the collective improved parcels. A CFD is generally utilized where no other source of financing is available and in which a specific boundary is set up where the levied taxes are then applied to improvements within that designated area. The funding can be provided through the Mello-Roos Community Act of 1982. The special tax district requires two thirds voter approval, making support approval more challenging.
- **Revenue Bonds** are a class of municipal bonds that generally require repayment from the income created from the investments. Stadium financing is a common example of this application. In the case of housing, other options presented in this section would be more appropriate.
- **General Obligation Bonds:** next to EIFDs or CFDs, these bonds are attractive for local government, but two thirds voter approval is required.
- **AB 930** (pending legislative approval) will allow local governments to create an infrastructure financing district specifically referred to as a Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE). If passed, AB930 enactment will take several more months before funding is available. The bill has passed its first committee approval. Qualifying parameters are as follows:
    - Districts must submit plans in compliance with state standards.
    - A minimum of 20% of all new housing must be affordable, and a minimum of 50% of the funds must be spent on infill supportive infrastructure, including water, sewer, energy improvement, environmental cleanup, sidewalks, parks, transit facilities, and economic development.

      Note:
        - RISE districts will have access to TIF comprised of local property, sales and use tax increments, and state sales tax increment.
        - RISE financed projects must pay prevailing wages to construction workers, among other labor standards.

Vertical Construction/Redevelopment Financing Sources

Adoption of the following policies will increase transparency and efficiency in the City of South Lake Tahoe's redevelopment/development investment efforts.

- Share information online about the city's approximate construction costs including examples. . The costs do not have to be precise, but should be indicative of overall project costs, if available. Clearly disclose the initial development application process, plan check process, and all related fees (application, building permit, sewer, water, etc.). This will increase awareness of a potential development's feasibility.
    - If costs are not available, at a minimum provide a list of contractors, civil engineers, and architects as a resource. This information will assist out-of-state, and/or out-of-region interested parties who are considering investing in the City of South Lake Tahoe.
    - Create forms to facilitate application and remittance of fees to standardize content, incorporating TRPA required information. The goal is to ensure the applicant is provided complete information, eliminating (or reducing) back and forth time requesting additional information.
- Contact with each city department, including the Tahoe Regional Planning Authority (TRPA), should be located at a single site access point on the city's website under "Planning." As a best practice, any re-development/development application should also require TRPA to be brought in at the time of initial application.
    - With any initial application, allow the applicant a forum in which initial feedback from all departments (fire, planning, engineering etc.) is provided in one meeting at one time to maximize feedback and minimize the risk of the initial application being circulated in a potential time-consuming loop of internal meetings. This feedback mechanism avoids any loss of customer connectivity.
- Post all department fees (permit fees, impact fees, and related calculations), including examples of how calculations are determined.
- Ideally, generate/create (or source externally) project feasibility development budgets for city owned buildable parcels to test financial feasibility. The hypothetical development budgets/feasibility studies should be based on the city specific property zoning and property types that the city would envision being developed for the parcel. Such an exercise allows for a base case understanding of the economic feasibility of small redevelopment or larger projects by city staff and elected officials.
    - The value of this exercise is to determine alternate mechanisms, such as ground lease or joint venture or tax incentives, should select parcels be determined to be impractical for development.
    - The cost determination exercise would also prompt zoning change considerations, such as higher density or mixed-use zoning. Higher costs would likely be absorbed over a higher unit count or higher overall project square footage.
- Establish relationships with other cities facing similar challenges as the City of South Lake Tahoe to source best practices for expediting planning approval. Other cities would equally benefit, and

inclusion of the Tahoe Regional Planning Authority within best practices would facilitate deeper overall alignment.

Incentives

Financial and related incentives directed at private investment are an important and effective way to stimulate redevelopment and new construction.

- Low Income Housing Tax Credits (LIHTC) are federally allocated tax credits and should be explored as a funding source. This information should be shared with users and developers in any RFP issued statement where housing is an integral component.
- Identify all surplus property suitable for redevelopment. High priority sites should be considered for enhanced incentives. The application of an incentive program supports acceleration of re-development/development of high priority sites. Examples of direct financing incentives include the creation of a ground lease program, lowering out-of-pocket costs to the developer. In this case the lease rate/term should provide an adequate duration to recapture the land market value through a recapture method. Upon sale of property, for example, amortize the land value amount over the lease payment term duration (in essence a sale lease back).
- Joint venture with private sector on high value locations through a competitive process.
    - A simple but effective method of a joint venture could be a land contribution with deed restrictions, such as dedication to low-income housing, creation of a green belt or natural preservation of land, higher density, or LEED certified project.
- Properties owned by the City of South Lake Tahoe and identified by the city for sale should be offered through a competitive bid process, particularly if land held is subject to AB 1486 subsequently modified in 2020 (AB1486)—The Surplus Land Act. The Act requires public agency owned land for sale must first expose the property to a state published list of affordable housing developers.
    - This is a standard approach to providing market awareness of a potential development. Maximizing information with the initial RFP would generate the most initial interest. Examples are maximum developable units per acre, market rate rents vs low income, and incentives if deemed prudent by the city to prompt or spur site specific activity.
- Establish development parameters (on city website and outreach programs) including design, use, and other characteristics to allow fast track development.
    - A fast-track example would be submission of a city provided single family floor plan and design elements pre-approved by planning for standard lot size or lot configuration.
    - Provide a committed feedback timeline statement for building plan checks, such as 6-4-2 plan review process whereby initial building plan feedback is provided within 6 weeks. The second submission for building plan changes and respective feedback is provided in 4 weeks, and final approval is provided in 2 weeks.

Intentional Economic Development

South Lake Tahoe faces challenges including an affordable housing crisis, environmental preservation concerns, tourism dependency, wildfire risk, infrastructure and traffic congestion, social and economic inequality, limited health and social services, and climate change impacts. Economic development can play a vital role in addressing these challenges by diversifying the economy, supporting affordable housing development, enhancing workforce development, promoting environmental sustainability, improving infrastructure, and fostering community engagement. Collaboration among various sectors and stakeholders is crucial for implementing effective solutions. Case studies from other successful ski resort towns highlight best practices in areas such as land use, economic diversification, and community engagement, offering valuable insights for South Lake Tahoe's path towards sustainable and resilient economic growth.

South Lake Tahoe has a unique and complex challenge that can be an opportunity—the number of regulatory authorities and related economic development entities such as the Tahoe Regional Planning Authority (two states and their federal-based authority), South Lake Tahoe government agencies, California state and El Dorado governments, Sierra Economic Development District, Tahoe Prosperity Center, Lake Tahoe Visitors Authority, Tahoe Chamber of Commerce, among countless other partners in progress for South Lake Tahoe's approach to resilient economic prosperity. This can become an opportunity with intentional economic development strategies, planning, and implementing actions specific to South Lake Tahoe. This foundation is necessary to successfully implement many of the recommendations in this report and challenges discussed with stakeholders.

Overarching Challenges Facing South Lake Tahoe

South Lake Tahoe, like many other mountain resort towns, faces a range of challenges that are intricately linked to its unique environment, economy, and social dynamics. These challenges are complex and multifaceted, affecting both residents and the town's ability to sustain its long-term vitality.

1. Affordable Housing Crisis

One of the most pressing issues in South Lake Tahoe is the lack of affordable housing. The town's popularity as a tourist destination has driven up real estate prices, making it difficult for local residents and workers to find affordable housing. Seasonal workers, who are crucial to the local economy, often struggle to secure housing, leading to a transient population and a shortage of stable, year-round residents. This shortage of affordable housing has a ripple effect, contributing to workforce shortages in essential sectors like hospitality, healthcare, and education.

2. Environmental Preservation

South Lake Tahoe is renowned for its stunning natural beauty, particularly Lake Tahoe itself, one of the clearest and deepest lakes in the world. And the Tahoe Regional Planning Authority is the primary unique regulatory entity that supports this. However, this environment is under constant threat from pollution, climate change, and overdevelopment. The challenge for South Lake Tahoe is balancing economic growth with environmental preservation. Increased tourism and development put pressure on natural resources, leading to issues such as water quality degradation, loss of wildlife habitat, and forest health decline. Managing this balance is crucial to maintaining the town's appeal and ecological health.

3. Tourism Dependency

The economy of South Lake Tahoe is heavily dependent on tourism, particularly the ski industry in the winter and outdoor recreation in the summer. This dependency makes the town vulnerable to economic downturns and fluctuations in tourist numbers due to factors like weather conditions, wildfires, and broader economic trends. For example, poor snowfall in winter can significantly reduce tourist numbers, impacting local businesses and employment. Similarly, wildfires, which have become more frequent and intense due to climate change, can lead to evacuations, reduced air quality, and a decline in visitor numbers.

4. Wildfire Risk

The risk of wildfires is a growing concern for South Lake Tahoe. The region's forests are increasingly susceptible to wildfires due to a combination of factors, including prolonged drought, higher temperatures, and accumulated forest fuels. The 2021 Caldor Fire, which forced the evacuation of South Lake Tahoe, underscored the town's vulnerability to these natural disasters. Wildfires pose a direct threat to life and property, but they also have long-term consequences for tourism, air quality, and the overall health of the forest ecosystem.

5. Infrastructure and Traffic Congestion

South Lake Tahoe's infrastructure, including roads, public transportation, and utilities, is often strained by the influx of tourists, especially during peak seasons. Traffic congestion is a significant issue, particularly on weekends and holidays when the town experiences an influx of visitors. The limited road network and the town's geographic constraints exacerbate these problems, leading to long delays and a negative experience for both residents and tourists. Upgrading infrastructure to accommodate the town's seasonal population swings is challenging, both logistically and financially.

6. Social and Economic Inequality

There is a growing disparity between the affluent visitors and second-home owners who frequent South Lake Tahoe and the lower-income residents who work in the service industry. This economic divide has led to social tensions and a sense of exclusion among long-term residents, who feel marginalized by the town's focus on catering to tourists and wealthy part-time residents. The high cost of living, coupled with relatively low wages in the service sector, exacerbates these inequalities and creates challenges in retaining a stable, year-round workforce.

7. Health and Social Services

Access to health and social services is another challenge in South Lake Tahoe, particularly for lower-income residents and seasonal workers. The town's remote location and relatively small size limit the availability of healthcare facilities, mental health services, and social support programs. This can make it difficult for residents to access the care they need, particularly during the off-season when the town's population decreases, and some services may be reduced.

8. Climate Change

Finally, climate change poses a long-term threat to South Lake Tahoe. Warmer temperatures and changing precipitation patterns are affecting snow levels, which in turn impacts the ski industry—a major economic driver for the town. Additionally, climate change is contributing to the increased frequency and intensity of wildfires, as well as changes in the lake's ecosystem. These environmental shifts could have profound implications for South Lake Tahoe's economy, environment, and way of life.

Addressing these challenges requires comprehensive planning, community engagement, and a commitment to sustainable development that balances economic growth with the preservation of South Lake Tahoe's unique natural and social environment.

Foundation for Intentional and Resilient Economic Development

Through a strategic blend of policies, regulations, plans, incentives, and taxes, the City of South Lake Tahoe can lay a robust foundation for resilience that hinges on cross-sector collaboration among all levels of government, non-governmental organizations, the private sector, and the community. This comprehensive approach ensures that every stakeholder is engaged in the collective effort to build and sustain a resilient community.

It is necessary to have a skilled economic developer that represents the mission, vision, and needs of the City of South Lake Tahoe, whether it is a retained consulting firm, new organization or agency, or a dedicated full time city employee or employees. Intentional economic development is the foundation for

virtually all the challenges discussed in this report. Ideal economic developers include the following skill sets to build an intentional resilient economy:

Coordination is key to achieving this goal. By developing clear plans and strategies, establishing task forces, and setting well-defined outcomes, the city can align efforts across sectors and ensure that resources are directed toward the most impactful initiatives. Prioritizing funding based on coordinated plans allows the city to address the most pressing challenges first, ensuring that actions are both strategic and effective. Cross-sector collaboration enhances coordination, ensuring that all voices are heard and that solutions are comprehensive and inclusive. This is particularly important for a city like South Lake Tahoe that has so many stakeholders.

Understanding and managing the **consequences** of these efforts is equally important. By adhering to leading practices and establishing minimum standards, the city can ensure that all initiatives meet a baseline of quality and effectiveness. Setting clear timelines and managing expectations are crucial components of this process, as they provide a roadmap for progress and help maintain accountability. When all stakeholders are aware of what is expected and when it is expected, the likelihood of successful outcomes increases.

Building **capacity** within and across organizations is fundamental to sustaining efforts over the long term. Effective management of funding and grants, coupled with a commitment to transparency, ensures that resources are used efficiently and ethically. Sustainability must be at the core of capacity-building efforts, as it ensures that the strategies implemented today will continue to provide benefits well into the future. By strengthening the foundational capacities of its organizations, the city enhances its ability to adapt and thrive in the face of challenges.

Developing strong **capabilities** in project management, procurement, relationship-building, and networking is essential for the successful implementation of strategies. Effective project management ensures that initiatives are completed on time and within budget, while strategic procurement practices ensure that resources are acquired efficiently. Relationship-building and networking are critical for fostering collaboration and partnership across sectors, enabling the sharing of knowledge, resources, and best practices. These capabilities are the engines that drive the successful execution of plans and the realization of a shared vision for a resilient community.

By focusing on coordination, managing consequences, building capacity, and developing key capabilities, the city of South Lake Tahoe can create a resilient foundation that supports sustainable growth and prosperity. Through cross-sector collaboration, the strengths of all stakeholders are leveraged to achieve outcomes that are greater than the sum of their parts, ensuring that the community is well-prepared to face the challenges of today and tomorrow.

Significance of Intentional and Resilient Economic Development

The interconnectedness of government, infrastructure, health and social services, economic sectors, natural and cultural resources, and housing forms the foundation of a thriving and resilient community. Each sector plays a vital role in supporting and reinforcing the others, creating a dynamic system where the well-being of residents and the overall prosperity of the community are mutually sustained. That being said, the economic sector is typically the glue that ties the sectors together for the short and long term.

The **Economic Sector** drives the community's prosperity, creating jobs, generating income, and providing the resources needed to invest in other sectors. Economic growth depends on infrastructure to support business operations, a healthy workforce to sustain productivity, and adequate housing to attract and retain talent. Economic policies and activities must also consider the preservation of natural and cultural resources, as these assets contribute to the community's attractiveness and long-term sustainability.

Housing is a critical component that intersects with all other sectors. Affordable and accessible housing is essential for attracting and retaining residents, supporting workforce stability, and ensuring that all members of the community have a safe place to live. Housing development must be carefully planned in conjunction with infrastructure expansion, health services, and environmental preservation to create sustainable, livable communities. Adequate housing also supports social equity, reducing the strain on health and social services by providing stable living conditions for all local residents.

Government serves as the central coordinator, setting policies, allocating resources, and ensuring that all sectors work together harmoniously. Effective governance is crucial for creating a stable environment where infrastructure projects can be planned and executed, health and social services are adequately funded, and economic growth is fostered. Government policies also play a significant role in the preservation of natural and cultural resources, which are essential for maintaining the community's identity and environmental health.

Infrastructure provides the physical foundation necessary for all other sectors to function. Reliable transportation, utilities, and communication networks enable economic activities, support health services, and ensure that housing developments are accessible and sustainable. Well-planned infrastructure connects residents to jobs, healthcare, education, and social services, contributing to a higher quality of life and fostering economic resilience.

Health and Social Services are directly tied to both infrastructure and housing. Accessible healthcare, public education, and social support systems are critical for maintaining a healthy workforce and addressing the needs of vulnerable populations. These services rely on robust infrastructure to deliver care effectively and depend on adequate housing to ensure that all residents have a safe and stable

environment in which to live. A healthy population, in turn, supports economic productivity and reduces the burden on social services.

Natural and Cultural Resources are integral to a community's identity and quality of life. These resources not only provide environmental benefits but also support economic activities such as tourism, recreation, and agriculture. Preserving natural landscapes and cultural heritage requires coordinated efforts between government, economic planning, and infrastructure development. Protecting these resources ensures that they continue to enhance the community's social fabric and economic potential.

These sectors are deeply interconnected, each influencing and supporting the others to create a holistic system that drives the overall health, prosperity, and resilience of the community. Effective coordination and integration across these areas are essential for fostering sustainable development and improving the quality of life for all residents.

Core Principles of Intentional and Resilient Economic Development

Enhancing the quality of life is crucial for economic development as it attracts residents, workers, and businesses. This involves investing in amenities, public services, and a healthy environment. Business retention and expansion are also vital for economic vitality, requiring support for existing businesses and strategic outreach to new industries. Diversifying industries, fostering a resilient supply chain, promoting entrepreneurship and innovation, and supporting small businesses are key strategies. Additionally, workforce development and talent attraction and retention are essential, along with ensuring site readiness and strategic land use planning. These factors contribute to long-term economic success:

Enhancing the **quality of life** is a fundamental pillar of economic development, as it directly impacts the ability to attract and retain residents, workers, and businesses. A high quality of life, characterized by excellent amenities, robust public services including schools, and a healthy environment, makes a community more attractive to potential residents and businesses alike. Investments in parks, cultural institutions, and infrastructure, alongside efforts to ensure safety and sustainability, are crucial to fostering a thriving community in which people want to live and businesses want to invest.

Business retention and expansion are critical to sustaining economic vitality. By supporting existing businesses through tailored programs, local governments can help them navigate challenges and seize opportunities for growth. This not only preserves jobs but also strengthens the local economy by reinforcing the foundations of the community's business ecosystem. Providing resources, facilitating networking, and reducing barriers are essential strategies to ensure businesses can thrive and expand within the community. These strategies not only require consistent outreach, networking, and communication with the existing business community and developers but also strategic outreach to new industries, developers, businesses, and site selectors.

Industry diversification is key to building a resilient economy. Relying too heavily on a single industry can make a community vulnerable to economic downturns. By encouraging the development of various industries, communities can mitigate risks and create a more balanced economy. Diversification efforts might include fostering emerging sectors, supporting local startups, and attracting new industries that align with the community's strengths and values.

A **resilient supply chain** is vital for ensuring the stability of local businesses, especially in times of crisis. Developing and maintaining strong, diverse supply chains that can adapt to disruptions is essential for the uninterrupted flow of goods and services. Strategic partnerships, local sourcing, and investments in infrastructure can help create a supply chain that is robust, flexible, and capable of withstanding economic shocks.

Promoting **entrepreneurship and innovation** is crucial for economic growth and competitiveness. Supporting entrepreneurs through incubators, mentorship programs, and access to resources fosters a culture of innovation that can lead to the creation of new businesses and industries. By encouraging creativity and providing the tools needed to turn ideas into viable businesses, communities can spur economic development and job creation.

Small business support and access to capital are essential for nurturing the local economy. Small businesses are often the backbone of communities, providing jobs and unique services. Ensuring that these businesses have access to the capital they need, whether through loans, grants, or investment programs, is vital for their growth and sustainability. Additionally, providing technical assistance and networking opportunities can help small businesses thrive in competitive markets.

Workforce development and talent retention and attraction are critical to meeting the needs of local employers and fostering economic growth. By investing in education, training programs, and workforce development initiatives, communities can ensure their workforce has the skills needed for current and future jobs. Additionally, strategies to attract and retain talent, such as creating desirable living conditions and offering career advancement opportunities and affordable housing, are key to building a strong, dynamic workforce.

Site readiness, land use, and real estate inventory are important factors in economic development. Ensuring that land and real estate are ready for development, with appropriate zoning and infrastructure in place, makes a community more attractive to potential investors. Strategic land use planning can facilitate growth, support sustainable development, and help maintain a balance between residential, commercial, and industrial needs, ultimately contributing to the community's long-term economic success.

A multifaceted approach to economic development is essential for South Lake Tahoe's long-term success. Enhancing the quality of life, supporting existing businesses while attracting new ones, diversifying

industries, and investing in workforce development, infrastructure, and affordable housing are all crucial components of a thriving and resilient economy. By prioritizing these areas and fostering collaboration among various stakeholders, South Lake Tahoe can create a sustainable and prosperous future for its residents and businesses alike.

Intentional Economic Development in South Lake Tahoe

Economic development can play a critical role in supporting South Lake Tahoe by addressing several of the town's most pressing challenges, including affordable housing, environmental sustainability, and the diversification of its economy with skilled economic developers. Following are some high level, general ways economic development initiatives can benefit South Lake Tahoe with city-focused economic developers.

1. Diversification of the Economy

South Lake Tahoe's economy is heavily dependent on tourism, which makes it vulnerable to fluctuations caused by seasonal changes, economic downturns, and environmental factors like wildfires and droughts. Economic development efforts could focus on diversifying the local economy by attracting and supporting industries beyond tourism. These could include:

- **Promoting Remote Work:** With the rise of remote work, South Lake Tahoe could attract professionals who can work from anywhere. By enhancing digital infrastructure, creating coworking spaces, and marketing the town as a desirable place for remote workers, the town can attract a new demographic that contributes to the local economy year-round.

- **Encouraging Green and Blue Economies:** Leveraging its natural environment, South Lake Tahoe can promote industries related to renewable energy, environmental conservation, and sustainable outdoor recreation. Supporting businesses in these sectors can create jobs that align with the town's environmental values.

- **Supporting Local Entrepreneurship:** Encouraging and supporting local entrepreneurship can help diversify the economy. Providing resources such as business incubators, grants, and mentorship programs can help local residents start businesses in sectors like technology, healthcare, and sustainable agriculture.

2. Affordable Housing Development

Economic development initiatives can directly support affordable housing by:

- **Creating Incentives for Affordable Housing:** Local governments can work with developers to create incentives for building affordable housing, such as tax breaks, subsidies, and streamlined

permitting processes. This can help bridge the gap between high land and construction costs and the need for affordable units.

- **Public-Private Partnerships:** Economic development can foster partnerships between the public sector, private developers, and non-profits to create affordable housing. These partnerships can leverage different funding sources and expertise to build and manage housing that meets the needs of the local workforce.

- **Utilizing Economic Development Funds:** Allocating a portion of economic development funds to affordable housing projects can help finance the construction of new units or the rehabilitation of existing properties. This approach ensures that housing is prioritized as part of the town's broader economic strategy.

3. Workforce Development

A strong and well-trained workforce is essential for economic development. South Lake Tahoe can enhance workforce development by:

- **Investing in Education and Training:** Developing local talent through vocational training, apprenticeship programs, and partnerships with local colleges can ensure that residents have the skills needed for high-demand jobs. This is particularly important in sectors like healthcare, technology, and green industries.

- **Supporting Seasonal Workers:** Given the town's reliance on seasonal workers, economic development efforts can focus on providing these workers with stable employment and housing options. This could include developing year-round employment opportunities and creating workforce housing solutions that cater specifically to seasonal workers.

- **Attracting and Retaining Talent:** Creating a vibrant community with affordable housing, quality education, and recreational opportunities can help attract and retain talent. Marketing South Lake Tahoe as a great place to live and work, not just visit, can help build a more stable, year-round population.

4. Environmental Sustainability

South Lake Tahoe's natural environment is both a major asset and a key factor in its long-term economic success. Economic development initiatives can support environmental sustainability by:

- **Promoting Eco-Tourism:** By focusing on sustainable tourism practices, South Lake Tahoe can attract visitors who are interested in low-impact activities like hiking, cycling, and eco-friendly

accommodations. This approach can help protect the environment while still benefiting from tourism.

- **Supporting Renewable Energy Projects:** Investing in renewable energy projects, such as solar or wind power, can reduce the town's carbon footprint and create jobs in the green energy sector. Economic development initiatives can include incentives for businesses and homeowners to adopt renewable energy solutions.

- **Incorporating and Embracing Sustainable Development Practices Already in Place:** Ensuring that new developments adhere to environmentally sustainable practices can help preserve the natural beauty and resources of South Lake Tahoe. Economic development policies can encourage or require developers to incorporate green building practices, energy efficiency, and water conservation measures into their projects.

5. Infrastructure Improvements

Infrastructure is a key component of economic development. By improving infrastructure, South Lake Tahoe can support economic growth and enhance the quality of life for residents and visitors alike:

- **Upgrading Transportation Infrastructure:** Improving roads, public transportation, and pedestrian-friendly pathways can alleviate traffic congestion and make it easier for residents and tourists to navigate the town. Enhanced transportation infrastructure can also support economic growth by improving access to businesses and reducing the environmental impact of vehicle emissions.

- **Enhancing Digital Connectivity:** Expanding high-speed internet access and improving digital infrastructure can attract remote workers and technology-based businesses. Investment in connectivity is crucial for diversifying the local economy and supporting modern business needs.

- **Investing in Public Facilities:** Upgrading and maintaining public facilities like parks, recreational centers, and cultural venues can improve the quality of life for residents and make South Lake Tahoe a more attractive place to live and visit. These investments can also support the town's tourism industry by providing amenities that enhance the visitor experience.

6. Community Engagement and Planning

Effective economic development requires input and support from the community. Engaging residents, businesses, and other stakeholders in the planning process ensures that economic development initiatives align with the community's needs and values:

- **Developing a Comprehensive Economic Development Plan:** Creating a long-term economic development plan that incorporates community input can help guide growth and investment in a way that benefits everyone. This plan should address key issues like housing, workforce development, and environmental sustainability.

- **Encouraging Community-Led Projects:** Supporting community-led projects, such as local markets, festivals, and small business initiatives, can foster a sense of ownership and pride among residents. These projects can also contribute to the local economy by attracting visitors and supporting local businesses.

By taking a holistic approach that integrates economic growth with social and environmental sustainability, South Lake Tahoe can build a resilient economy that benefits both residents and visitors, ensuring the town's long-term vitality.

Incorporating Resilience as an Investment

Preparing for unexpected economic events is crucial, as the cost of being ill-prepared can be significant. A proactive approach to planning and strategy can help mitigate the impacts of unforeseen challenges and ensure long-term success.

One key aspect of preparation is developing a strategic and informed approach to prioritizing projects for funding. By focusing on initiatives that offer the potential for long-term transformational growth, communities can build resilience and create a foundation for sustained economic prosperity.

It is also essential to remain nimble and flexible in the approach, allowing for the ability to pivot as necessary in response to changing circumstances. Adaptability is a critical component of effective economic planning, enabling communities to navigate uncertainty and seize new opportunities as they arise.

Providing creative and bold solutions is another vital aspect of economic resilience. Innovative thinking can drive progress and help address complex challenges, ensuring that strategies remain relevant and impactful in the face of evolving economic landscapes.

Finally, it is important to continuously review and update plans, policies, and projects, incorporating a bold vision for the future. Regular reassessment ensures that strategies remain aligned with long-term goals and are capable of driving meaningful change over time.

Nexus of Economic Development and Affordable Housing

Economic development initiatives can support affordable housing development in South Lake Tahoe by creating incentives for affordable housing, such as tax breaks, subsidies, and streamlined permitting

processes. Additionally, economic development can foster public-private partnerships to create affordable housing, leveraging different funding sources and expertise to build and manage housing that meets the needs of the local workforce. Finally, allocating a portion of economic development funds to affordable housing projects can help finance the construction of new units or the rehabilitation of existing properties. This approach ensures that housing is prioritized as part of the town's broader economic strategy for the city's workforce and local residents.

Affordable Housing in Ski Resort Towns—Challenges

Affordable housing in ski resort towns presents a unique set of challenges, primarily driven by the high demand for both seasonal and permanent housing in these desirable locations. The allure of mountain living, coupled with the seasonal influx of tourists, drives up real estate prices, making it difficult for locals and workers in the hospitality industry to afford housing. As a result, many ski resort towns experience a significant mismatch between the cost of housing and the wages typically earned in these communities, particularly for those employed in service industries.

One of the primary challenges is the limited availability of land for development. Ski resort towns are often situated in mountainous areas with restrictive zoning laws and environmental protections that limit the expansion of residential areas. This scarcity of land drives up property values, making it increasingly difficult to build affordable housing. Furthermore, the focus on high-end, luxury developments designed to cater to affluent tourists exacerbates the problem, as developers are more likely to invest in projects that promise higher returns rather than affordable housing.

The seasonal nature of the workforce in ski resort towns adds another layer of complexity. Many workers are only employed during the peak ski season, leading to a transient population that requires short-term housing solutions. This demand for temporary housing drives up rental prices, often pushing out long-term residents who cannot compete with the higher rents that seasonal workers or vacationers are willing to pay. Additionally, the lack of year-round employment opportunities means that even those who wish to stay in the area permanently may struggle to afford housing during the off-season when income is lower.

Efforts to address these challenges often involve the creation of subsidized housing programs or the development of workforce housing specifically designated for local employees. However, these solutions can be difficult to implement due to funding constraints, community resistance, and the logistical challenges of building in remote, mountainous areas. Without significant intervention, the affordability crisis in ski resort towns is likely to persist, further widening the gap between the local workforce and the housing market.

Affordable Housing in Ski Resort Towns—Solutions

Addressing the affordable housing crisis in ski resort towns requires a multifaceted approach that involves collaboration between local governments, developers, businesses, and the community. Here are some potential solutions:

1. Incentivize Affordable Housing Development

Local governments can create incentives for developers to build affordable housing by offering tax breaks, subsidies, or fast-tracked permitting processes for projects that include a certain percentage of affordable units. These incentives can make it more financially viable for developers to include affordable housing in their plans, especially in areas where land costs and construction expenses are high.

2. Implement Inclusionary Zoning

Inclusionary zoning policies require developers to include a portion of affordable housing units in new developments. By mandating that a percentage of new construction be designated as affordable, communities can ensure that some housing remains accessible to low- and moderate-income residents. In exchange, developers might be allowed to build at higher densities or receive other benefits, making the policy more palatable to them.

3. Public-Private Partnerships

Public-private partnerships can be an effective way to fund and develop affordable housing. Local governments can collaborate with private developers and non-profit organizations to pool resources, share risks, and leverage expertise. These partnerships can result in mixed-use developments that include affordable housing, commercial spaces, and community amenities, creating vibrant and sustainable communities.

4. Community Land Trusts

Community land trusts (CLTs) are non-profit organizations that acquire and hold land for the benefit of the community. By removing the cost of land from the equation, CLTs can offer housing at below-market rates. The land remains under the ownership of the trust, while residents own the buildings on the land, ensuring that the housing remains affordable in perpetuity. This model is particularly effective in high-cost areas like ski resort towns, where land prices are a major barrier to affordable housing.

5. Seasonal and Workforce Housing

Creating dedicated seasonal and workforce housing can address the specific needs of transient and low-income workers. These developments can be built using modular or prefabricated construction methods

to reduce costs and construction time. Additionally, businesses that rely on seasonal workers, such as ski resorts, can invest in or partner with developers to create housing specifically for their employees, ensuring that their workforce has access to affordable accommodations.

6. Adaptive Reuse of Existing Buildings

In some ski resort towns, there may be underutilized or vacant buildings that could be repurposed for affordable housing. Adaptive reuse of hotels, motels, or other commercial properties can provide a quick and cost-effective solution to the housing shortage. These buildings can be renovated to meet residential standards and converted into affordable housing units.

7. Regulate Short-Term Rentals

The proliferation of short-term rentals, such as those listed on Airbnb, can exacerbate housing shortages by reducing the availability of long-term rental units. Local governments can regulate short-term rentals by imposing caps on the number of nights a property can be rented out or requiring owners to obtain licenses. While regulations and policies already exist, exploring opportunities to expand or incentivize property owners by limiting the number of homes that are converted into vacation rentals, communities can preserve more housing for local residents and workers.

8. Supportive Housing Programs

Supportive housing programs provide not only affordable housing but also services such as job training, childcare, and transportation assistance to help residents maintain stable employment and housing. These programs are especially important in ski resort towns, where the high cost of living can make it difficult for residents to achieve long-term financial stability. By offering wraparound services, supportive housing can help residents stay in their communities and contribute to the local economy.

9. Engage the Community

Community engagement is essential in addressing affordable housing issues. Local residents and stakeholders should be involved in the planning and decision-making process to ensure that solutions are tailored to the specific needs and concerns of the community. Engaging the community can also help to build support for affordable housing initiatives and reduce opposition to new developments.

By implementing a combination of these solutions, ski resort towns can begin to address the affordable housing crisis and create more sustainable, inclusive communities where both residents and seasonal workers can afford to live.

Conclusion

The action steps and recommendations detailed in this report will require focus, collaboration, and participation by a broad set of community stakeholders. An active, coordinated effort, supported by broad involvement, will be beneficial to all parties and provide the housing options and services needed within the City of South Tahoe community.

It is evident there is a great opportunity to develop public lands in the Mid-Town area for the benefit of local residents while deemphasizing service to visitors. There are four areas within the boundary that present particular opportunities: the 56-acre public center, redevelopment of the shopping center site, reinvestment in the Bijou Community Park and Golf Course, and amortization of the "tail."

The need to address the underserved supply of affordable housing in South Lake Tahoe is a clear priority. The creation of market-rate and affordable housing suitable for local workers and residents is of the utmost importance.

It was also evident that the process of development in South Lake Tahoe is difficult to navigate. Improving the process is a critical objective. With numerous steps, decision makers and reviews, the requirements sometimes change during the planning and development process, creating an even lengthier process. The net effect is to discourage development, exacerbating the housing shortage, particularly at the lower price point or for multi-family housing.

There are opportunities for improvement through process streamlining and reducing the likelihood of project cost overruns. A most important tool would be to prepare and implement use of a coordinated Master Checklist to include City, TRPA, and County requirements. This Master Checklist would serve to streamline and clarify the process of development. It should incorporate the planning goals as well as the regulatory requirements.

Clearly understanding the housing supply, based on current data, should include coordination across city departments. Identifying pending construction, in process and fully approved, will also be helpful as input to decision making and planning in forecasting supply trends. Establishment of a central registry of housing opportunities, both current and those expected to hit the market, would significantly impact connecting existing supply and units under construction/renovation with those new to the area or new to the market.

As South Lake Tahoe grapples with the challenges of providing affordable and adequate housing for its residents, it is essential to explore innovative and flexible solutions. Traditional housing models alone may not suffice to meet the diverse needs of the community, especially in a landscape marked by fluctuating economic conditions and evolving demographic trends. Embracing innovative housing strategies can offer practical, scalable, and sustainable solutions.

The implementation of comprehensive data collection and analysis systems is a foundational step towards achieving the housing and development goals of South Lake Tahoe. In the rapidly evolving landscape of real estate and urban development, effective decision-making hinges on the availability and analysis of comprehensive data. South Lake Tahoe, like many other communities, faces the challenge of aligning its housing strategies with the needs of its residents. By prioritizing regular needs assessments, integrated data platforms, real-time monitoring, and community engagement, the city can build a data-driven approach to urban planning that is both responsive and sustainable.

Through a strategic blend of policies, regulations, plans, incentives, and taxes, the City of South Lake Tahoe can lay a robust foundation for resilience that hinges on cross-sector collaboration among all levels of government, non-governmental organizations, the private sector, and the community. This comprehensive approach ensures that every stakeholder is engaged in the collective effort to build and sustain a resilient community. Data informed decision making supports robust stakeholder engagement for ideal economic resilience planning.

Intentional economic development is a key strategy to build resilience and address the community's challenges. A retained consulting firm, dedicated organization, or staff person can drive economic development. Intentional economic development is the foundation for virtually all the challenges discussed in this report. Economic development strategies can prioritize sustainability, diversification, and community well-being. Economic diversification is crucial for mountain resort towns to reduce their dependency on seasonal tourism and ensure year-round economic stability. Several ski resort towns have successfully implemented strategies to diversify their economies, and South Lake Tahoe can learn from their experience. Economic development can play a critical role in supporting South Lake Tahoe by addressing many of the town's most pressing challenges, including affordable housing, environmental sustainability, and the diversification of its economy with skilled economic developers. By adopting a holistic approach that integrates economic growth with environmental and social considerations, it is possible to build a resilient economy capable of thriving in the face of challenges.

Appendix I - June 2024 Single Family Sales Market Analysis

SOUTH TAHOE ASSOCIATION OF REALTORS® MULTIPLE LISTING SERVICE STATISTICS SINGLE FAMILY/RESIDENTIAL MARKET ANALYSIS

MONTH/ YEAR	MEDIAN SALES PRICE* (Based on a 12 month period)	THIS MONTH LAST YEAR* (Based on a 12 month period)	PERCENT INCREASE/ DECREASE
June 2024	$700,000.00	$680,000.00	2.9%
May 2024	$718,500.00	$690,000.00	4.1%
April 2024	$727,000.00	$700,000.00	3.9%
March 2024	$700,000.00	$705,000.00	-0.7%
Feb 2024	$699,000.00	$710,000.00	-1.5%
Jan 2024	$700,000.00	$715,000.00	-2.1%
Dec 2023	$685,000.00	$715,000.00	-4.2%
Nov 2023	$692,500.00	$719,000.00	-3.7%
Oct 2023	$682,500.00	$707,750.00	-3.6%
Sept 2023	$700,000.00	$700,000.00	0.0%
Aug 2023	$685,000.00	$705,000.00	-2.8%
July 2023	$675,000.00	$720,000.00	-6.3%
June 2023	$680,000.00	$729,500.00	-6.8%
May 2023	$690,000.00	$730,000.00	-5.5%
April 2023	$700,000.00	$725,000.00	-3.4%
Mar 2023	$705,000.00	$707,875.00	-0.4%
Feb 2023	$710,000.00	$721,000.00	-1.5%
Jan 2023	$715,000.00	$706,875.00	1.1%
Dec 2022	$715,000.00	$705,500.00	1.3%
Nov 2022	$719,000.00	$699,000.00	2.9%
Oct 2022	$707,750.00	$689,500.00	2.6%
Sept 2022	$700,000.00	$684,500.00	2.3%
Aug 2022	$705,000.00	$679,000.00	3.8%
July 2022	$720,000.00	$655,000.00	9.9%
June 2022	$729,500.00	$640,000.00	14.0%
May 2022	$730,000.00	$629,000.00	16.1%
April 2022	$725,000.00	$620,000.00	16.9%
Mar 2022	$707,875.00	$610,000.00	16.0%
Feb 2022	$721,000.00	$599,000.00	20.4%
Jan 2022	$706,875.00	$589,900.00	19.8%
Dec 2021	$705,500.00	$582,000.00	21.2%
Nov 2021	$699,000.00	$575,000.00	21.6%
Oct 2021	$689,500.00	$559,000.00	23.3%
Sept 2021	$684,500.00	$529,000.00	29.4%
August 2021	$679,000.00	$500,000.00	35.8%

*Median sold data based on a twelve month period (one year period ending the last day of the statistical month/year in the first column.) Statistical Data provided STAR MLS. Deemed reliable, but not guaranteed.

Appendix II - June 2024 Condo/Townhome Market Analysis

South Tahoe Association of REALTORS® Multiple Listing Service Statistics Single Condo/Townhome Residential Market Analysis

MONTH/ YEAR	MEDIAN SALES PRICE* (Based on 12 month period)	Units Sold	THIS MONTH LAST YEAR* (Based on 12 month period)	Units Sold	PERCENT INCREASE/ DECREASE
June 2024	$598,000.00	55	$490,000.00	54	22.0%
May 2024	$565,000.00	51	$500,000.00	59	13.0%
April 2024	$582,000.00	49	$490,000.00	63	18.8%
March 2024	$575,000.00	53	$489,500.00	62	17.5%
Feb 2024	$565,000.00	53	$492,500.00	66	14.7%
Jan 2024	$565,000.00	55	$495,000.00	71	14.1%
Dec 2023	$581,500.00	48	$497,500.00	72	16.9%
Nov 2023	$565,000.00	43	$525,000.00	77	7.6%
Oct 2023	$535,000.00	44	$518,250.00	88	3.2%
Sept 2023	$500,000.00	43	$547,000.00	86	-8.6%
Aug 2023	$510,000.00	50	$518,250.00	82	-1.6%
July 2023	$500,000.00	51	$506,250.00	86	-1.2%
June 2023	$490,000.00	54	$575,000.00	89	-14.8%
May 2023	$500,000.00	59	$500,000.00	93	0.0%
April 2023	$490,000.00	63	$495,000.00	91	-1.0%
Mar 2023	$489,500.00	62	$470,000.00	94	4.1%
Feb 2023	$492,500.00	66	$460,000.00	101	7.1%
Jan 2023	$495,000.00	71	$450,000.00	97	10.0%
Dec 2022	$497,500.00	72	$450,000.00	101	10.6%
Nov 2022	$525,000.00	77	$440,000.00	105	19.3%
Oct 2022	$518,250.00	88	$425,000.00	122	21.9%
Sept 2022	$547,000.00	86	$410,000.00	122	33.4%
Aug 2022	$518,250.00	82	$410,000.00	140	26.4%
July 2022	$506,250.00	86	$410,000.00	150	23.5%
June 2022	$575,000.00	89	$407,000.00	155	41.3%
May 2022	$500,000.00	93	$410,000.00	154	22.0%
April 2022	$495,000.00	91	$410,000.00	149	20.7%
Mar 2022	$470,000.00	94	$400,000.00	143	17.5%
Feb 2022	$460,000.00	101	$409,999.00	142	12.2%
Jan 2022	$450,000.00	97	$417,000.00	142	7.9%
Dec 2021	$450,000.00	101	$399,000.00	142	12.8%
Nov 2021	$440,000.00	105	$400,000.00	129	10.0%
Oct 2021	$425,000.00	107	$390,000.00	129	9.0%
Sept 2021	$410,000.00	122	$407,000.00	117	0.7%
Aug 2021	$410,000.00	140	$425,000.00	102	-3.5%
July 2021	$410,000.00	150	$425,000.00	93	-3.5%

*Median sold data based on a twelve month period (one year period ending the last day of the statistical month/year in the first column.) Statistical Data provided STAR MLS. Deemed reliable, but not guaranteed.

Appendix III - Leading Practices Research

Learning from other Mountain and Resort Communities

Researching other ski resort mountain towns can provide South Lake Tahoe with valuable insights into successful strategies for addressing common challenges. By examining case studies of other towns, South Lake Tahoe can learn about best practices in areas such as land use and regulation, economic diversification successes and failures, tourism and community interaction, and recreational and visitor enhancements. This research can inform the development of effective policies and initiatives tailored to South Lake Tahoe's unique needs and goals.

To gain insights into effectively addressing the challenges faced by South Lake Tahoe, researching other ski resort mountain towns can be immensely beneficial. Investigating case studies from towns like Whistler, Park City, Aspen, Jackson Hole, and Zermatt can reveal best practices in various areas crucial for sustainable development. For instance, examining land use and regulation practices can help South Lake Tahoe understand how these towns balance development with environmental preservation. Analyzing economic diversification successes and failures can provide valuable lessons on fostering a resilient and year-round economy. Studying tourism and community interaction can offer insights into creating a harmonious relationship between visitors and residents.

Additionally, exploring recreational and visitor enhancements can guide South Lake Tahoe in developing amenities that cater to diverse interests while minimizing environmental impact. This research can be conducted through various channels, including attending the Mountain and Resort Town Planners Summit, consulting with organizations like Vail Resorts and the National Ski Areas Association, and reviewing published case studies and reports. By leveraging the experiences of other successful ski resort towns, South Lake Tahoe can develop targeted policies and initiatives that promote sustainable and resilient economic growth while preserving its unique natural and social environment.

Examples of Economic Development in Ski Resort Towns

Ski resort towns face unique challenges in economic development and resilience due to their reliance on tourism, seasonal fluctuations, and environmental vulnerabilities. However, some towns have implemented innovative and effective strategies to foster sustainable economic growth, diversify their economies, and build resilience. The following sections include preliminary examples that may or may not have the results or ideas that align with South Lake Tahoe. In any case, they are great ways to look at leading practices and other examples to get creative ideas flowing among key stakeholders.

1. Whistler, British Columbia, Canada

Economic Diversification and Environmental Stewardship: Whistler is widely recognized as a leader in sustainable economic development. The town's approach integrates environmental stewardship with economic diversification to ensure long-term resilience.

- **Whistler 2020 Vision:** This comprehensive plan outlines long-term sustainability goals for the community, including economic diversification, environmental protection, and social well-being. Whistler 2020 emphasizes reducing the town's carbon footprint, preserving natural resources, and fostering a vibrant, year-round economy.

- **Diversification through Events and Cultural Activities:** Whistler has expanded its appeal beyond winter sports by developing a robust calendar of cultural events, festivals, and conferences. These activities attract visitors throughout the year, reducing the town's reliance on the winter season. The Whistler Film Festival and Crankworx, a world-renowned mountain biking event, are examples of successful initiatives that contribute to the town's economic resilience.

- **Green Economy Initiatives:** Whistler promotes a green economy by supporting local businesses that focus on sustainability, renewable energy, and eco-friendly practices. The town's efforts to reduce its carbon footprint include investing in public transit, energy-efficient buildings, and waste reduction programs.

2. Park City, Utah, USA

Public-Private Partnerships and Sustainable Development: Park City has taken proactive steps to ensure its economic development is sustainable and resilient, leveraging public-private partnerships and innovative planning.

- **Economic Development Strategy:** Park City's Economic Development Plan focuses on diversifying the local economy by attracting technology companies, promoting remote work, and supporting creative industries. The town has successfully attracted tech companies and startups, which has created new job opportunities and reduced dependence on the ski industry.

- **Public-Private Partnerships:** Park City has leveraged public-private partnerships to fund and develop key infrastructure projects. For example, the town worked with private developers to create Kimball Junction, a mixed-use development that includes retail, office space, and housing. This project has become a hub for economic activity and has helped diversify the local economy.

- **Sustainability and Climate Action:** Park City has committed to ambitious climate goals, including achieving net-zero carbon emissions by 2030. The town invests in renewable energy

projects, energy efficiency programs, and sustainable transportation. These efforts not only protect the environment but also enhance Park City's appeal as a destination committed to sustainability.

3. Aspen, Colorado, USA

Affordable Housing and Workforce Stability: Aspen is known for its proactive approach to affordable housing and workforce development, key components of its economic resilience strategy.

- **Aspen/Pitkin County Housing Authority (APCHA):** Aspen's housing authority has implemented one of the most robust affordable housing programs in the country. APCHA's programs ensure that local workers have access to affordable housing, which is crucial for maintaining a stable workforce and supporting the local economy. The town's inclusionary zoning policies and deed-restricted housing programs are models for other resort communities.

- **Philanthropy and Community Investment:** Aspen's affluent population has contributed to significant philanthropic investments in the community. Local foundations and non-profits fund initiatives in education, arts, and social services, enhancing the town's resilience by supporting a high quality of life for all residents.

- **Cultural and Economic Diversification:** Aspen has developed a rich cultural scene, including world-class arts organizations like the Aspen Music Festival and School, the Aspen Art Museum, and the Aspen Institute. These institutions attract visitors year-round, contributing to the town's economic diversification and reducing reliance on seasonal tourism.

4. Jackson Hole, Wyoming, USA

Conservation and Balanced Growth: Jackson Hole has successfully balanced economic development with environmental conservation, ensuring long-term resilience and sustainability.

- **Teton County Comprehensive Plan:** Jackson Hole's comprehensive plan focuses on preserving the natural environment while supporting responsible economic growth. The plan emphasizes low-impact development, conservation of open spaces, and protection of wildlife habitats, ensuring that economic development does not come at the expense of the environment.

- **Tourism and Conservation Partnership:** Jackson Hole has cultivated a strong partnership between the tourism industry and conservation organizations. The Jackson Hole Travel & Tourism Board promotes responsible tourism practices, and a portion of the town's lodging tax revenue is dedicated to conservation efforts. This approach aligns economic development with environmental stewardship, attracting visitors who value sustainability.

- **Adaptive Reuse and Sustainable Infrastructure:** Jackson Hole has invested in adaptive reuse projects, converting existing buildings into housing, commercial spaces, and community facilities. This approach reduces environmental impact while providing much-needed infrastructure to support the local economy. The town's commitment to sustainable development is also evident in its investments in renewable energy and energy-efficient buildings.

5. Zermatt, Switzerland

Sustainable Tourism and Year-Round Economic Activity: Zermatt is an exemplary model of a ski resort town that has achieved economic resilience through sustainable tourism practices and year-round economic diversification.

- **Sustainable Tourism:** Zermatt is a car-free town, emphasizing sustainable transportation and reducing the environmental impact of tourism. The town's focus on preserving its natural beauty has made it a premier destination for eco-conscious travelers, enhancing its appeal and long-term sustainability.

- **Year-Round Attractions:** Zermatt has successfully developed a range of year-round attractions, including hiking, mountaineering, and cultural events, ensuring that the local economy remains robust even outside the winter season. The Gornergrat Railway and the Matterhorn Glacier Paradise are popular attractions that draw visitors throughout the year.

- **Local Economic Initiatives:** Zermatt supports local businesses through initiatives that encourage the production and sale of local goods, such as Swiss-made products and artisanal crafts. These initiatives strengthen the local economy by promoting local entrepreneurship and reducing reliance on imports.

These examples demonstrate how ski resort towns can successfully implement economic development strategies that prioritize sustainability, diversification, and community well-being. By adopting a holistic approach that integrates economic growth with environmental and social considerations, these towns have built resilient economies capable of thriving in the face of challenges.

Examples of Economic Diversification in Ski Resort Towns

Economic diversification is crucial for ski resort towns to reduce their dependency on seasonal tourism and ensure year-round economic stability. Several ski resort towns have successfully implemented strategies to diversify their economies. Here are some examples:

1. Park City, Utah, USA

Technology and Remote Work: Park City has actively pursued economic diversification by attracting technology companies and promoting remote work. The town's proximity to Salt Lake City, combined with its high quality of life and outdoor amenities, has made it an attractive destination for tech companies and remote workers. Park City has supported this trend by investing in high-speed internet infrastructure, developing coworking spaces, and marketing the town as a desirable place for tech professionals and remote workers to live and work.

Cultural and Arts Events: Park City is also home to the Sundance Film Festival, one of the largest independent film festivals in the world. This event, which takes place each January, brings in significant revenue and international attention, helping to extend the tourist season beyond the winter months. Additionally, the town hosts various arts and cultural events throughout the year, attracting visitors and supporting the local economy.

2. Aspen, Colorado, USA

Cultural Institutions and Conferences: Aspen has diversified its economy by becoming a hub for cultural and intellectual activities. The Aspen Music Festival and School, Aspen Institute, and Aspen Ideas Festival are world-renowned events and institutions that attract visitors and thought leaders year-round. These cultural and intellectual activities provide a significant economic boost during the summer and shoulder seasons, helping to stabilize the local economy.

Real Estate and Luxury Goods: Aspen has also capitalized on its reputation as a luxury destination by developing a robust real estate market and supporting high-end retail. The town attracts affluent second-home owners and visitors, contributing to a vibrant economy that extends beyond the ski season.

3. Whistler, British Columbia, Canada

Year-Round Outdoor Recreation: Whistler has successfully diversified its economy by promoting year-round outdoor recreation. In addition to its world-class skiing, Whistler has developed extensive mountain biking trails, hiking paths, and golf courses, making it a popular destination during the summer months. The Whistler Mountain Bike Park, in particular, is a major draw for tourists, contributing significantly to the local economy outside of the winter season.

Conferences and Events: Whistler has also become a destination for conferences, weddings, and corporate retreats. The town's scenic beauty and high-quality amenities make it an attractive location for events, providing a steady stream of visitors throughout the year. Whistler's Conference Centre plays a key role in attracting business tourism, which further diversifies the local economy.

4. Stowe, Vermont, USA

Craft Beer and Agritourism: Stowe has diversified its economy by tapping into Vermont's growing craft beer and agritourism industries. The town is home to several craft breweries that attract beer enthusiasts from around the region. Additionally, Stowe's proximity to local farms has allowed it to develop a thriving agritourism sector, where visitors can participate in farm tours, local food tastings, and agricultural events. These activities provide economic stability outside of the winter months and attract a different demographic of tourists.

Arts and Culture: Stowe has invested in its arts and cultural scene to attract visitors year-round. The town hosts various arts festivals, gallery tours, and theater productions, contributing to a more diversified and resilient economy. The Stowe Performing Arts organization, which organizes concerts and events, plays a crucial role in sustaining cultural tourism.

5. Jackson Hole, Wyoming, USA

Eco-Tourism and Conservation: Jackson Hole has embraced eco-tourism as a way to diversify its economy. The town is surrounded by national parks and wildlife refuges, including Grand Teton National Park and the National Elk Refuge, making it a prime destination for nature and wildlife enthusiasts. Eco-tourism activities such as wildlife safaris, photography tours, and educational programs attract visitors outside of the ski season, providing a stable revenue stream.

Health and Wellness Tourism: Jackson Hole has developed a niche in health and wellness tourism, with several luxury spas, wellness retreats, and outdoor wellness activities. The town's natural hot springs, clean air, and serene environment make it an attractive destination for visitors seeking relaxation and rejuvenation. This focus on health and wellness contributes to economic stability and attracts visitors year-round.

6. Zermatt, Switzerland

Year-Round Attractions and Sustainable Tourism: Zermatt has diversified its economy by offering a wide range of year-round attractions, including hiking, mountaineering, and cultural experiences. The town's car-free policy and commitment to sustainable tourism have made it a model for eco-friendly travel, attracting visitors interested in low-impact, nature-focused activities. The Matterhorn Glacier Paradise and Gornergrat Railway are popular year-round attractions that help sustain the local economy even during the off-season.

Luxury and Retail Sector: Zermatt's luxury hotels, restaurants, and high-end retail stores cater to affluent tourists, contributing to a diversified economy. The town's focus on high-quality services and products ensures a steady stream of visitors, regardless of the season, and supports a vibrant local economy.

These examples illustrate how ski resort towns can successfully diversify their economies by leveraging their natural assets, investing in cultural and recreational activities, and embracing new industries. By doing so, they can reduce their dependence on seasonal tourism and build more resilient, year-round economies.

Examples of Affordable Housing Approaches in Ski Resort Towns

Several ski resort towns have implemented innovative and effective approaches to addressing the affordable housing crisis, providing examples that could serve as models for other communities facing similar challenges. Here are a few examples:

1. Whistler, British Columbia, Canada

Whistler is often cited as a leading example of a ski resort town that has successfully addressed affordable housing. The Whistler Housing Authority (WHA) was established in 1997 to create and manage affordable housing options for local residents. The WHA developed a unique model that includes:

- **Resident-restricted Housing:** Homes built under the WHA's program are reserved for residents who work locally and meet income criteria. These homes cannot be rented out for short-term stays or sold at market rates, ensuring that they remain affordable for future generations.
- **Employee Housing:** Whistler has also created a significant amount of employee housing, including both seasonal and year-round options. Employers in the town contribute to the development of this housing through fees and partnerships, recognizing that a stable workforce is essential to the resort's success.
- **Diverse Housing Types:** The WHA has developed a mix of housing types, including apartments, townhomes, and single-family homes, catering to different income levels and family sizes.

Whistler's proactive and comprehensive approach has resulted in over 6,000 beds of resident-restricted housing, accommodating nearly 75% of the town's workforce in affordable housing.

2. Aspen, Colorado, USA

Aspen is another ski resort town that has taken significant steps to address affordable housing through the Aspen/Pitkin County Housing Authority (APCHA). Established in the 1980s, APCHA's program includes:

- **Inclusionary Zoning:** Aspen requires that new developments include a percentage of affordable housing units. Developers who do not include these units must pay a fee in lieu, which funds affordable housing projects elsewhere in the community.

- **Deed-Restricted Housing:** Similar to Whistler, many affordable housing units in Aspen are deed-restricted, meaning they can only be sold to local workers and at a price determined by APCHA. This ensures that homes remain affordable over the long term.

- **Public-Private Partnerships:** APCHA works closely with private developers to create affordable housing, leveraging both public funding and private investment to expand housing options for the local workforce.

Aspen's commitment to affordable housing has resulted in over 3,000 deed-restricted housing units, which house approximately 50% of the town's workforce.

3. Jackson Hole, Wyoming, USA

Jackson Hole has faced significant affordable housing challenges due to its popularity and high real estate prices. The Teton County Housing Authority (TCHA) and Jackson/Teton County Affordable Housing Department have implemented several successful strategies:

- **Housing Mitigation Program:** Developers in Jackson Hole are required to provide a percentage of affordable housing units based on the size and type of their development. This program ensures that new developments contribute to the local housing stock.

- **Land Acquisition and Partnerships:** The Housing Authority has actively acquired land for affordable housing development and partnered with non-profit organizations and private developers to build these units. For example, The Grove and Redmond Street Rentals are successful projects that provide affordable housing options for local workers.

- **Innovative Funding:** Jackson Hole has utilized a variety of funding sources, including public bonds, federal grants, and private donations, to finance affordable housing projects. The town has also introduced a 1% sales tax, known as SPET (Specific Purpose Excise Tax), to fund community projects, including affordable housing.

4. Park City, Utah, USA

Park City has been proactive in addressing affordable housing through a variety of measures overseen by the Park City Municipal Corporation and the Mountainlands Community Housing Trust:

- **Affordable Housing Plan:** Park City has developed a comprehensive Affordable Housing Plan that outlines specific goals and strategies for creating and preserving affordable housing. The plan includes incentives for developers, land acquisition for housing, and the preservation of existing affordable units.

- **Inclusionary Zoning Ordinance:** Park City's ordinance requires developers to provide affordable housing or pay a fee that contributes to a housing fund. The City has successfully used these funds to support affordable housing projects.

- **Public-Private Partnerships:** The city collaborates with non-profits like the Mountainlands Community Housing Trust to develop and manage affordable housing projects. These partnerships have resulted in successful developments like Silver Star and Snow Creek Cottages, which provide affordable options for local residents and workers.

- **Employee Housing Programs:** Park City has worked with local employers to create employee housing programs, ensuring that businesses can attract and retain workers by providing affordable living options.

5. Mammoth Lakes, California, USA

Mammoth Lakes has implemented several strategies to address affordable housing through the Mammoth Lakes Housing, Inc. (MLH):

- **Community Housing Plan:** The town's Community Housing Plan includes goals for the production and preservation of affordable housing, with specific targets for different income levels. The plan emphasizes a mix of rental and ownership opportunities.

- **Density Bonuses and Fee Reductions:** Mammoth Lakes offers density bonuses and fee reductions to developers who include affordable housing in their projects. These incentives encourage the private sector to contribute to the town's affordable housing stock.

- **Seasonal Workforce Housing:** Recognizing the seasonal nature of its economy, Mammoth Lakes has developed workforce housing specifically for seasonal employees. This includes dormitory-style housing and shared living spaces that are affordable and centrally located.

These examples demonstrate that with the right mix of policies, incentives, and community engagement, ski resort towns can make significant progress in addressing their affordable housing challenges. Each of these towns has tailored its approach to fit its unique circumstances, providing valuable lessons for other communities grappling with similar issues.

Appendix IV - Economic Data Overview

The Counselors of Real Estate Consulting Corps met with several stakeholders during its time in South Lake Tahoe. This section reviewed feedback provided and also researched data and context from the National Economic Resilience Data Explorer and the Sierra Economic Development District Comprehensive Economic Development Strategy approved in June 2024.

To research further, the datasets and overviews are available on a Google drive (DATA). One could research the NERDE site as well (National Economic Resilience Data Explorer (NERDE). The Sierra Economic Development District (5 county region) Comprehensive Economic Development Strategy June 2024 provides invaluable information, including:

- Economic development capacity of South Lake Tahoe census tracts
- El Dorado County Snapshot and overview
- El Dorado County Distress stats, etc.
- El Dorado County comparison to surrounding counties

Data informed decision making supports robust stakeholder engagement for ideal economic resilience planning.

Appendix V - Acknowledgements

We thank the National Association of REALTORS® for their support of the CRE Consulting Corps through the Transforming Neighborhoods program. We express our sincere appreciation to Sharon Kerrigan, Executive Vice President, and the leadership of the South Tahoe Association of REALTORS® and Zachary Thomas, Director of Development Services for the City of South Lake Tahoe, for the warm welcome. The CRE Consulting Corps team was privileged to talk to a wide variety of stakeholders while onsite in Springfield. Some of those people are listed below, and we thank them for their time.

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- Alyssa Bettinger, TRPA
- Jerry Bindel, Lodging Association
- Carol Chaplin, Lake Tahoe Visitors Authority
- Marlon Charneau, California Tahoe Conservancy
- Cristi Creegan, Tahoe Chamber
- Todd Cutler, Lake Tahoe Unified School District
- Scott Fair, NAI Tahoe Sierra
- Gavin Feiger, League to Save Lake Tahoe
- Brendan Ferry, El Dorado County
- Karen Goldberg, Family Resource Center
- Heidi Hill Drum, Tahoe Prosperity Center
- John Hitchcock, City of South Lake Tahoe
- Paul Hughes, South Tahoe Public Utility District
- Joe Irvin, City of South Lake Tahoe
- Anna Kashuba, City of South Lake Tahoe
- Sharon Kerrigan, South Tahoe Association of REALTORS®
- Barbara Kopcho, St. Theresa's Catholic Church
- Wendy Loomis, Washoe Development Corporation
- Paul Nielsen, TRPA
- Bernadette Nieto, Washoe Tribe
- Chris Proctor, Barton Health
- Carl Ribaudo, SMG Consulting
- Scott Robbins, City of South Lake Tahoe
- Keith Roberts, Tahoe Investment Capital and Stewarding
- Mark Salmon, Compass
- Christian Simental, St Theresa's Catholic Church
- Phil Sirianni, Rossmore Enterprises
- John Stark, Parks and Recreation Department
- Steve Teshara, Tahoe Chamber
- Zach Thomas, City of South Lake Tahoe
- Shelly Thomsen, STPUD
- Tobi Tyler, Sierra Club-Tahoe Area Group
- Tami Wallace, City of South Lake Tahoe
- Duane Wallace, South Lake Tahoe Chamber
- Danette Winslow, St Theresa's Catholic Church
- Jude Wood, Boys & Girls Club

Appendix VI—The Counselors of Real Estate

The Counselors of Real Estate® is an international organization of commercial property professionals from leading real estate, financial, law, valuation, and business advisory firms, as well as real property experts in academia and government.

Counselors have created and endowed the MIT Center for Real Estate, resolved the dispute between the developer of the World Trade Center and its insurers post-September 11, 2001; led the privatization of U.S. Army Housing; developed a multi-billion-dollar, 10-year master plan for Philadelphia Public Schools, and valued both the Grand Canyon and Yale University.

Counselors practice in 22 countries and U.S. territories, with only 1,000 professionals holding the CRE® credential worldwide. Thought Leadership is a core competency of the CRE organization as exemplified by the peer reviewed journal, Real Estate Issues, and presentation of major real estate symposia in partnership with Harvard and Stanford Universities.

CRE Members. Membership in The Counselors of Real Estate is selective and extended by invitation to commercial real estate practitioners with at least 10 years of proven experience. The stringent membership criteria ensure CRE members possess:

- Recognized records of accomplishment
- Commitment to excellence
- Uncompromising adherence to high standards of professional conduct
- Visionary, yet practical approaches, to real estate issues

CRE Consulting Corps. The CRE Consulting Corps, a public service program of The Counselors of Real Estate, provides real estate analysis and action plans for municipalities, not-for-profit organizations, educational institutions, and government agencies that address their clients' real estate dilemmas and often enhance the performance of a property or a portfolio. Each Consulting Corps project is conducted by a small group of volunteer members selected for their experience and skillsets to specifically address the client's needs. The extensive talent base available within the CRE community ensures that teams can provide expertise on virtually any real estate issue, providing:

- Feasible, achievable solutions from experienced professionals.
- Non-partisan, objective advice.
- Extremely cost-effective service.
- Advice and recommendations provided quickly on site.

Finding the Right CRE. Members of The Counselors of Real Estate, awarded the CRE credential, are available to assist with your real estate challenge. Visit the CRE website to find the right CRE at https://cre.org/find-a-cre-search/ or contact CRE staff for assistance in identifying Counselors with the right skill sets and experience to address your need.

Appendix VII - The CRE® Consulting Corps Team



Timothy R. Lowe, CRE - Team Leader
Principal
Waronzof Associates
Los Angeles, California

Timothy Lowe, CRE, is responsible for directing real estate consulting and valuation engagements, analysis of highest and best use, acquisition due diligence, appraisal review, economic feasibility analysis, and market research for project development. Mr. Lowe's valuation practice includes an emphasis on litigation, investment analysis, and counseling. His experience includes appraisal and consulting engagements across the continental United States, Alaska and Hawaii, Canada, and Argentina, and includes a number of notable properties and projects. He has been accepted as an expert witness in state and federal courts in the areas of real estate and going concern valuation, project feasibility, and plan feasibility.



Jonathan H. Avery, CRE
Founding Principal
Avery Associates
Acton, Massachusetts

Jon Avery, CRE, is involved in a variety of real estate appraisal and consulting activities, including market value estimates, marketability studies, feasibility studies, and general advice and guidance on real estate matters to public, private, and corporate clients. He has more than 30 years of appraisal experience in addition to having served as arbitrator and counselor in a variety of proceedings and negotiations involving real estate. He is a general certified appraiser in Massachusetts and New Hampshire and a licensed Real Estate Broker in Massachusetts. In 1993, he served as an appraisal consultant for the Eastern European Real Property Foundation in Poland. He has been actively engaged in the real estate business since 1967.



Kirsten McGregor, CRE
Principal & Founder
Sagax Associates, LLC
Wilmington, Delaware

Kirsten McGregor, CRE, has held prominent roles as Senior Policy Advisor on President Obama's Hurricane Sandy Rebuilding Task Force, Deputy Director of the Delaware Economic Development Office, and Lead Economic Recovery Coordinator for New Jersey following Hurricane Sandy. She is a Senior Fellow at the University of Delaware Joseph Biden School of Public Policy's Institute for Public Administration, and she is an advisor for UD's Island Policy Lab. She is a member of the National Association of Development Organization's Research Foundation Advisory Committee and serves on NADO's board of directors. Ms. McGregory was recognized by Forbes magazine on their "Next 1000" list

of small business founders to watch and was also recognized as a "leading woman in business" by Delaware Today Magazine.



Philip Seagraves, Ph.D., CRE
Associate Professor/ Director of Real Estate Studies
Middle Tennessee State University
Murfreesboro, Tennessee

Philip Seagraves, PhD, CRE, directs the real estate studies program at Middle Tennessee State University. His work encompasses a wide range of topics within real estate, including feasibility studies, development, project analysis, and strategic planning. His academic and professional experience equips him with a valuable perspective and skill set. His research interests include commercial mortgage-backed securities, REITs, brokerage, capital structure, corporate real estate, market analysis, investment analysis, and statistical methods. Resulting achievements include numerous publications and academic research presentations. He is deeply familiar with the unique challenges and opportunities regarding workforce housing in resort areas.



Paul Stiplosek, CRE
Vice President
SMBC Manubank
San Jose, California

Paul Stiplosek, CRE, has a career spanning over thirty years financing numerous housing and commercial developments exceeding several billion dollars. His work has provided unique insight into what makes public/private partnerships work. He has worked with non-profit organizations and government agencies, necessitating creative approaches to inducing the private sector to invest in a region or project. In order to resolve defaulted debt, he has completed entitlements of real estate projects which for various reasons required that he assume the role of developer. He has personally developed several projects where the ground up development necessitated obtaining full entitlements, and required determining market demand, design, architectural concept through to engineering and final elevations and plans.


CRE®
Consulting
Corps

Appendix E
Lake Tahoe Business Walk 2024

Fall 2024

Lake Tahoe Region

Business Walks

Report

TAHOE PROSPERITY CENTER


CITY OF
SOUTH LAKE TAHOE


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South Tahoe
CHAMBER OF
COMMERCE


TAHOE CHAMBER


Visit
lake
tahoe
Lake Tahoe Visitors Authority


NORTH TAHOE
NTCA
COMMUNITY ALLIANCE


IVCBA
Incline Village
Crystal Bay
Community &
Business Association


NTBA
north tahoe business association


LAKE
TAHOE
COMMUNITY
COLLEGE


TAHOE
DOWNTOWN
ASSOCIATION
CITY


COUNTY
OF
Placer
ECONOMIC DEVELOPMENT
AND HOUSING


TRAVEL
North
TAHOE
NEVADA


NORTH TAHOE
CHAMBER


LAKE TAHOE
DESTINATION
STEWARDSHIP
COUNCIL


NEVADA
EST. 1861
DOUGLAS COUNTY
GREAT PEOPLE GREAT PLACES


EL DORADO COUNTY
CALIFORNIA

Lake Tahoe Business Walks 2024

Final Report

Tahoe Prosperity Center

Tahoe Prosperity Center (TPC) is an innovative economic and community development nonprofit. In order to make Lake Tahoe truly inclusive and prosperous, we are working to establish attainable workforce housing, improve job and training opportunities, extend reliable and robust internet, and ensure a safe Basin equipped with fire safety cameras - all driven by locally focused, community indicators data. Our mission is uniting Tahoe's communities to strengthen regional prosperity. Collaboration is the foundation of Tahoe Prosperity Center.

Tahoe is made up of two states, five counties, and an incorporated city and we work across jurisdictional lines to ensure positive change happens for all of Lake Tahoe. Each of the Tahoe Prosperity Center's projects are informed by verified data and community input to ensure accountability and measurability.

Business Walks Background

TPC was asked by the Chambers and Business Associations in the Lake Tahoe region to support a region-wide set of "Business walks" in October 2024. TPC had previously coordinated business walks in the spring of 2016. While business and resident surveys have been conducted online since that time, an in-person survey of businesses had not happened on a regional, coordinated basis since before the pandemic.

Business walks and surveys are a way of understanding a "moment in time" of how things are going in the regional economy. This snapshot of information can be very useful in providing local business associations and chambers of commerce, as well as local government partners data to use that can support ongoing business support efforts. It can also be useful to better understand what is working or not working in the

region, helping elected officials and leaders make informed decisions that impact local small businesses in the region. It is also part of the Tahoe Prosperity Center mission to regularly check in with businesses and residents as part of the Envision Tahoe Prosperity Playbook, so coordinating these business walks aligns with that goal.

Project Partners

Regional Partners included the following organizations and agencies and we greatly appreciate the time and effort they put into ensuring the success of these business walks:

- The Tahoe Prosperity Center
- Tahoe Chamber
- Lake Tahoe Community College
- South Tahoe Chamber
- Lake Tahoe Visitors Authority
- City of South Lake Tahoe
- El Dorado County Economic Development
- North Tahoe Community Alliance
- North Tahoe Chamber
- North Tahoe Business Association
- Tahoe City Downtown Association
- Placer County Economic Development
- Incline Village Crystal Bay Business Association
- Travel North Tahoe Nevada
- Douglas County Economic Vitality
- Destination Stewardship Council
- All 64 of the community volunteers!

Methodology

The business walks included both an in-person survey using the Ecanvasser application pre-loaded with questions. This program, typically used for political canvassing, had everything needed for business to business surveying. With the businesses uploaded into this software accessible via mobile devices and computers, modifiable custom fields for each contact, and an interactive map of the area we were able to coordinate the in-person survey effort of the business walks. Volunteers were organized in teams to walk into businesses and complete the surveys between October 15-17, 2024.

In-person surveys through Ecanvasser were tracked as Not Available, Gave a QR Card, Not Interested, and Answered; 277 businesses answered during the in-person surveys, but over 700 businesses were contacted. Some businesses were unavailable or closed when visited, others were not interested in completing the surveys, others were busy and some were given a QR code card to complete the online survey at a later time.

The same survey questions were included in an online SurveyMonkey to allow businesses that were closed or unavailable to complete it at a later time. QR codes were left behind at those businesses when canvassing in person to allow easy access to the online option. The online survey was open during the same timeframe through October 31, 2024 and 92 businesses completed online surveys. Consistency between the in-person surveys and online surveys was critical in order to merge the data for this final report.

Survey Questions

1. How is business?
    - Increasing
    - Stable
    - Decreasing

2. Do you have the staff and/or resources you need for your business to thrive?
   Yes/No
    - If not, what is needed?
    - If you need more staff, what is working in finding them and what isn't?



Photo provided by the Tahoe Chamber

3. What tools, resources or infrastructure would enable you to grow or maintain your business in the next few years?
    - Employee Housing
    - Affordable Childcare
    - Workforce Development & Training
    - Improved Broadband/cellular service
    - More Parking/Transit
    - Business Loans
    - Other:

4. How do you feel about the future of our Tahoe economy?
    - Very good
    - Good
    - Unsure
    - Concerned
    - Very concerned

5. How can local government and business associations/chambers help your business?
    - Advocacy
    - Marketing/Advertising
    - Streamlined Permitting & Licensing
    - Improved Broadband/cellular service
    - Business Loans
    - Providing local employee housing
    - Consolidated/Discounted Credit Card processing fees
    - Pooling together for discounts for major purchases/procurement or employee health benefit programs
    - Disability access and inclusion policies
    - Customer service training
    - Other:

6. How important is the tourism economy to your business?
    - Very important
    - Somewhat important
    - Neutral
    - Not very important
    - Irrelevant



Photo provided by the Tahoe Prosperity Center

7. In your opinion, how important is sustainability/environmental stewardship to the success of our local economy?
    - Very important
    - Somewhat important
    - Neutral
    - Not very important
    - Irrelevant

8. Do you have any sustainability practices you would like to share with us today?

    - Water conservation efforts
    - Water bottle filling station
    - Compostable takeout packaging
    - Sourcing local products
    - Energy-efficient appliances
    - Visitor education
    - Other:

9. Type of business – list in the app and check. For "Other" allow a text box response.
    - Food & Beverage
    - Lodging (including real estate industry/vacation rental services)
    - Outdoor Recreation

- Healthcare/Fitness/Beauty
- Retail
- Non-profit/Government/Agency
- Professional Services (finance, insurance, accounting, IT)
- Trades
- Other:

Regional Summary

The Lake Tahoe Business Walk survey provides critical insights into the current business environment and community needs in the Tahoe region. Key findings from the survey indicate that while many businesses are stable or growing, there is still a significant need for workforce housing and improved transportation infrastructure. These challenges are echoed in the Prosperity Playbook, which highlights the need for a coordinated regional approach to address these issues and support economic resilience.



The survey also underscores the importance of tourism to the local economy, with most businesses considering it very important. This aligns with the Playbook's focus on balancing tourism and leveraging the region's reputation for health and wellness to attract new investment.

Photo provided by: NTCA

Additionally, regional collaboration between local government, business owners and the Chambers/Business Associations has room to improve. There are a lot of misunderstandings about the role of government with business attraction, support and services as well as workforce development, tourism and resident advertising to support local businesses, etc. Infrastructure needs were consistently brought up, but often business owners did not know who to talk to about things such as better broadband or coordinated support for employee training and skills development.

Finally, streamlining regulations, improved transportation and more affordable housing were brought up consistently as major roadblocks to local small businesses. The Tahoe Prosperity Center suggests a few solutions that could help in these areas, some that are already in progress, with others' ideas to consider in 2025. They include:

- Sharing the status of housing projects in the region in one easy to access website for community members (the TRPA Living Working Group has done much work in this area and maybe that website is the right place for this information). Each jurisdiction has already worked on many housing programs and projects, but the collective effort hasn't been quantified. The Tahoe Prosperity Center would be happy to host this on our housing website to feature all the regional housing work that has been done, if there is interest.
- A region-wide Elected Officials briefing and discussion meeting to share the common areas and differences between the jurisdictions to further community understanding. The Tahoe Prosperity Center is also willing to coordinate and host this meeting. We could share the results of the Business Walks Survey, update on the status of some of the key socio-economic data points regarding population, jobs, incomes/wages and other indicators, and then allow for our local elected officials to share what is working or challenging in each of their jurisdictions. We believe there is likely more in common with each community than differences.



Photo provided by the Tahoe Chamber

Business Walks Survey - Questions + Answers + Top Insights

How is business?

Stable: 179 responses (48.8%)

Increasing: 118 responses (32.2%)

Decreasing: 70 responses (19.1%)

Do you have the staff and/or resources you need for your business to thrive?

Yes: 274 responses (74.3%)

No: 95 responses (25.7%)

If not, what is needed?

1. **Housing Affordability:** This is the most prominent theme, with many respondents expressing concern about the rising cost of housing and its impact on attracting and retaining employees.
2. **Workforce Development:** There is a need for training and developing a skilled workforce to meet the demands of the local economy.
3. **Economic Challenges:** Many businesses are facing economic challenges, including rising costs, decreased revenue, and increased competition.
4. **Business Climate:** The overall business climate in the area is a concern for many, with factors such as taxes, regulations, and competition impacting businesses.
5. **Regulatory Hurdles:** Regulatory burdens, such as those imposed by the TRPA, or local governments are hindering business growth and development.
6. **Infrastructure Issues:** Poor infrastructure, particularly in terms of transportation and snow removal, is impacting businesses and residents.
7. **Community Support:** Local businesses are seeking more support from the community, including through marketing and advocacy efforts.

8. **Seasonal Workforce:** The seasonal nature of many businesses in the area creates challenges in staffing and workforce management.
9. **Government Support:** Businesses are calling for more government support, including funding for affordable housing and infrastructure improvements.

If you need more staff, what is working in finding them and what isn't?

Top 5 Themes: What's Working

1. **Word-of-Mouth & Personal Networks:** Many businesses find success through recommendations from existing staff and connections within the community. (e.g., Word of mouth, Social media, In person applications, Networking with local groups)
2. **Targeted Advertising:** Strategies like advertising on location, using local platforms (e.g., Sierra Sun, Craigslist), and social media marketing show some success in attracting local candidates.
3. **Competitive Wages & Benefits:** Offering competitive wages, full-time hours, and benefits like healthcare and training can attract qualified candidates.
4. **J1 Visa Program:** Utilizing the J1 visa program allows businesses to access a temporary workforce.
5. **Remote Work:** For some positions, offering remote work options can expand the applicant pool beyond limitations of local housing availability.



Lake Tahoe Visitors Authority Photo

Top 5 Themes: What's Not Working

1. **High Cost of Housing:** The primary challenge identified is the high cost of housing in the area, making it difficult for potential employees to afford to live there.
2. **National Job Boards:** Platforms like Indeed and other major job boards appear to have limited effectiveness in attracting local candidates.
3. **Recruiting Challenges:** Expenses associated with recruiting, difficulty finding qualified candidates, and low application turnout are ongoing struggles.
4. **Seasonal Workforce:** The seasonal nature of some businesses makes it difficult to find and retain staff, particularly during peak seasons.
5. **Limited Local Workforce:** Businesses report a lack of skilled or qualified labor available locally, particularly for specialized positions.

What tools, resources or infrastructure would enable you to grow or maintain your business in the next few years?

Employee Housing: 143 responses (37.0%)

More Parking/Transit: 74 responses (19.1%)

*Other: 170 responses (43.9%)



Photo provided by NTCA

Themes in the "Other Category"

- **Childcare**: Lack of affordable childcare options hinders families and businesses.
- **Economy**: High cost of living, declining tourism, and struggling businesses.
- **Infrastructure**: Need for broadband improvement, better signage, and public facilities for tourists.
- **Regulations**: Concerns about government involvement and high taxes.

How do you feel about the future of our Tahoe economy?

- Very Good: 7 responses (2%)

- Good: 131 responses (43%)

- Unsure: 86 responses (28%)

- Concerned: 74 responses (24%)

- Very Concerned: 8 responses (3%)

How can local government and business associations/chambers help your business?

Marketing/Advertising: 125 responses (24.0%)

Providing local employee housing: 94 responses (18.0%)

Consolidated/Discounted Credit Card processing fees: 40 responses (7.7%)

Streamlined Permitting & Licensing: 40 responses (7.7%)

Advocacy: 39 responses (7.5%)

Customer service training: 31 responses (6.0%)

Business Loans: 28 responses (5.4%)

Pooling together for discounts for major purchases/procurement or employee health benefit programs: 27 responses (5.2%)

Disability access and inclusion policies: 13 responses (2.5%)

*Other: 84 responses (16.1%)

Themes in the "Other Category"

1. **Address Housing Crisis:**
    - Implement policies to increase affordable housing options more quickly.

- Encourage the development of workforce housing.
- Support programs to help employees with housing costs now, while housing projects are being built.

2. **Simplify Regulations and Streamline Processes:**
    - Reduce bureaucratic red tape and streamline permitting procedures.
    - Advocate for lower taxes and fees for small businesses.
    - Improve communication and collaboration between government agencies and businesses.
3. **Enhance Infrastructure and Support Services:**
    - Invest in public transportation and parking infrastructure.
    - Improve internet connectivity and broadband access.
    - Provide more support services for small businesses, such as marketing assistance and business counseling.

How important is the tourism economy to your business?



Very important: 251 responses (69.5%)

Somewhat important: 59 responses (16.3%)

Neutral: 27 responses (7.5%)

Not very important: 15 responses (4.2%)

Irrelevant: 9 responses (2.5%)

Photo provided by NTCA

In your opinion, how important is sustainability/environmental stewardship to the success of our local economy?

Very important: 251 responses (69.5%)

Somewhat important: 59 responses (16.3%)

Neutral: 27 responses (7.5%)

Not very important: 15 responses (4.2%)

Irrelevant: 9 responses (2.5%)

Do you have any sustainability practices you would like to share with us today?

Water bottle filling station: 61 responses (13.2%)

Sourcing local products: 60 responses (13.0%)

Compostable takeout packaging: 55 responses (11.9%)

Energy-efficient appliances: 51 responses (11.0%)

Visitor education: 49 responses (10.6%)

Water conservation efforts: 47 responses (10.2%)

Final Thoughts

Overall, the survey highlights the need for a comprehensive approach to address the challenges facing businesses in the region. This includes addressing housing affordability, improving infrastructure, streamlining regulations, and providing more support for workforce development.

Business Outlook:

- **Optimism:** A significant portion of businesses feel they have the necessary resources to thrive.
- **Growth and Stability:** A majority of businesses are either stable or increasing.
- **Economic Challenges:** Despite this optimism, there are concerns about economic challenges, including rising costs, decreased revenue, and increased competition.

Workforce and Housing:

- **Staffing Shortages:** Businesses are facing challenges in hiring and retaining employees, particularly in seasonal industries, although the majority of businesses noted they currently have the staff they need.
- **Housing Affordability:** The high cost of housing is a major barrier to attracting and retaining employees.
- **Workforce Development:** There is a need for more skilled workers, and businesses are seeking solutions to address this gap. This is an area for potential alignment with the Chambers, Business Associations and schools.

Government and Community Support:

- **Government Support:** Businesses are calling for more government support, particularly in the areas of affordable housing, infrastructure, and regulatory reform.
- **Community Collaboration:** Local businesses are seeking more support from the business and visitor bureau community, including through marketing and advocacy efforts.
- **Chambers/Business Associations:** Businesses are looking to business associations and chambers of commerce to provide more resources and support, such as marketing assistance, business counseling, and advocacy.

The Lake Tahoe Business Walk survey serves as one tool for understanding the needs and priorities of local businesses. By aligning with the strategic goals outlined in the Prosperity Playbook, the survey provides a roadmap for fostering economic growth and community resilience in the Tahoe region. The Playbook strategies also closely align with the goals of local government economic development efforts, the Chambers and Business Associations work to support small businesses. Improving the success of small businesses in the Lake Tahoe region helps support local residents and therefore a thriving community, so the synergy of these efforts moving forward is a key goal.

The insights gained from this survey will inform future initiatives and partnerships aimed at addressing challenges such as workforce housing, transportation, and a balanced tourism economy. By working together, the Tahoe community can build a more inclusive and resilient economy that benefits all residents and businesses.

Acknowledgements

Thanks to the Tahoe Prosperity Center Program Manager, Derrick Martin and Office Manager, Evelyn Mejia Ronquillo for coordinating and implementing the Ecanvasser application used to collect data during the in-person business walks. This was a new app and had never been used by the TPC team or any of the Chambers or business associations. Evelyn and Derrick supported the training of the volunteers using the app and consolidating the final data to support preparing this final report.

In addition, TPC would like to acknowledge and thank each of the partners organizations. They quickly coordinated all the volunteers for the business walks, hosted many planning meetings and organized food and beverages for the volunteers, in addition to conducting surveys. Coming together as a region is always inspiring and we appreciate your time and commitment to improving our community and economy.



Photo provided by the Tahoe Chamber

FINAL INITIAL STUDY/ INITIAL ENVIRONMENTAL CHECKLIST/ NEGATIVE DECLARATION

FOR THE MID-TOWN AREA/SPECIFIC PLAN

State Clearinghouse Number 2026070821

Prepared by:

City of South Lake Tahoe

1052 Tata Lane

South Lake Tahoe, CA 96150

&

Ascent Environmental Inc.

www.ascent.inc

August 20, 2026

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1. Summary and Findings

Project: Mid-Town Area/Specific Plan

Lead Agency: City of South Lake Tahoe

Project Contact:

Anna Kashuba
1052 Tata Lane
South Lake Tahoe, CA 96150
Phone: (530) 542-7405
Email: akashuba@cityofslt.gov

Project Description: The proposed project is a new area/specific plan that will replace zoning and land use guidance for approximately 780 acres within the City of South Lake Tahoe. The Mid-Town Area Plan (Area Plan) serves as a mutual plan for the City and TRPA by providing directions for how the area should be regulated to achieve regional environmental and land use objectives. The Area Plan will support the 56-Acres Master Plan by further identifying community goals for the space and incentivizing redevelopment, especially mixed-use projects with residential components to create a vibrant and walkable downtown environment. The Town Center overlay previously included 65 acres, to which the Mid-Town Area Plan proposes a 339-acre expansion consistent with the findings in TRPA Code of Ordinances 13.5.3.G. The major changes proposed by the Mid-Town Area Plan are associated with this expansion, as parcels within the Town Center overlay may have more flexible design standards, including height, coverage, and density. Other special designations that overlay parcels within the plan include a stream restoration plan area and Shorezone Tolerance District 4.

Finding: An Initial Study/Negative Declaration (IS/ND) has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS, it has been determined that the proposed project would not have significant effects on the natural environment. This conclusion is supported by the following findings:

1. The proposed project would have no effects, no impact, or less-than-significant impacts related to aesthetics, biological resources, cultural/archaeological/historical/tribal resources, agricultural and forest resources, mineral and natural resources, energy, air quality, greenhouse gas emissions, hydrology/water quality, hazards/hazardous materials, geology and soils, wildfire, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, utilities/service systems/energy resources and mandatory findings of significance.

2. Compliance with existing local, state, regional and/or federal regulations would reduce potential impacts to less than significant. Mitigation is not required to avoid or reduce potentially significant impacts.

2. Approval of the IS/ND

Certification by Those Responsible for Preparation of this Document

The City of South Lake Tahoe has been responsible for the preparation of this negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the regulatory compliance measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.

_____ _____

Anna Kashuba, Senior Planner
City of South Lake Tahoe

Date

3. Response to Comments

The Draft IS was circulated for public review and comment between July 21, 2026, and August 19, 2026. A Notice of Intent to adopt a Negative Declaration was sent to state agencies and persons and organizations expressing interest in the project. Copies of the Draft IS and supporting documents were available online on the City of South Lake Tahoe's website and in person at two City offices.

The following pages contain comments received from state agencies, persons, or organizations and responses from the lead agency.

California Department of Transportation (Caltrans)

Comment letter provided in Appendix A

Freeway Operations
Comment noted. The extent of improvements will not be identified until funding is secured and further outreach is conducted, including collaboration with Caltrans representatives. Prior to project commencement, all necessary permits will be obtained.

Traffic Safety
The IS found that the Mid-Town Area Plan will not significantly increase the number of vehicles traveling on the state highway system. Individual projects that exceed the Tahoe Regional Planning Agency's VMT standard of significant will be required to implement project level mitigation measures.

Complete Streets
Comment noted. The extent of improvements will not be identified until funding is secured and further outreach is conducted, including collaboration with Caltrans representatives and

consideration of Design Information Bulletin (DIB) 94. Prior to project commencement, all necessary permits will be obtained.

Aeronautics
Mitigation is not required as all projects proposed under the Mid-Town Area Plan will be reviewed in accordance with Policy 2.3 ALUCP Consistency, *Ensure all uses and buildings are consistent with the Airport Land Use Compatibility Plan (ALUCP)*. This Mid-Town Area Plan does not re-state such findings and policies. Select uses may be allowed as infill development within Safety Zone 4 so long as outdoor activities are minimal, and construction features are included that reduce interior noise levels to 45 dB. Each project will be reviewed for compatibility with airport operations based on their location, size, bulk, height, density, and intensity of use.

Local Development Review
The extent of improvements will not be identified until funding is secured and further outreach is conducted, including collaboration with Caltrans representatives and consideration of Design Information Bulletin (DIB) 94. Prior to project commencement, all necessary permits will be obtained.

Hydraulics
TRPA requires individual properties and project areas to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where site Constraints are present, such as high groundwater. Stormwater runoff should not impact Caltrans drainage facilities or State highway right-of-way (ROW). Additionally, the Area Plan does not propose expanding roadways that feed the highway drainage system.

Independently of the Mid-Town Area Plan, the City is undertaking the Drainage Master Plan Update. This project proposes to amend and add to the 2008 Drainage Master Plan. This project will allow the City to more efficiently treat right of way runoff and may provide the opportunity to treat runoff of adjacent properties, further limiting stormwater discharge into state facilities.

The provided remarks/standard language are noted.

Encroachment Permit
A Caltrans encroachment permit will be obtained for all City-initiated projects or work that are completed along or within the State's ROW. Likewise, if the City issues a permit that includes work along or within the State's ROW, obtaining a Caltrans encroachment permit is a standard condition of approval. The City staff will continue to facilitate communication between Caltrans and the project applicant to ensure this condition is met.

Kim DeYoung, "my comments for the Mid-Town Area Public Review Draft"

Comment letter provided in Appendix B

1. The land capability map included in the draft plan as figure 13 and in the IS/ND as figure 5 is for general mapping purposes only. Each parcel is required to obtain a land capability verification from TRPA. The results of the parcel-specific land capability verification are used for project review.

2. The maps on pages 43, 44, and 47 identify zoning designations rather than the current use of the parcel, which is shown in figure 2. Figure 2 accurately indicates APNs 027-010-024 and -029 as vacant, consistent with records of the El Dorado County Assessors Office.
3. This item referenced by this comment is a general statement. It refers to the "Alta Mira" parcels that have been improved by the CTC as well as APNs 027-010-024 and -029 which contain bike paths.
4. Comment noted. Staff is aware of the shape of this parcel and the possible need for an easement to provide direct beach access. Currently no beach access is provided. Potential uses of parcel is unknown at this time and would be subject to future planning efforts. Additionally, any future use would be subject to the City/CTC land exchange agreement.
5. Supporting infrastructure will be identified at the time of project conception.
6. The heights as indicated in the plan require review prior to approval. The following items are included in the plan to prevent negative scenic impacts:
    a. Height and Roof Pitch Standard 1: *"All locations may be subject to scenic analysis and rendering review to ensure the proposed height does not detract from scenic viewpoints. Hight limitations may apply if conflicts are present."*
    b. Height and Roof Pitch Standard 3.B: *"TRPA Code of Ordinances 37.7.16 shall apply to buildings of three stories or more."* This requires that the following findings be made prior to project approval.
        i. TRPA Code of Ordinances 37.7.1. *Finding 1: When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.*
        ii. TRPA Code of Ordinances 37.7.1. Finding 3: *With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.*
        iii. TRPA Code of Ordinances 37.7.1. Finding 5*: The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.*
            1. *The horizontal distance from which the building is viewed;*
            2. *The extent of screening; and*
            3. *Proposed exterior colors and building materials.*
7. The General Plan noise standards apply to the Mid-Town Area Plan. Outdoor speakers are included in TABLE HS-1, Exterior Noise Level Performance Standards for New Projects

Affected by or Including Non-Transportation Noise Sources (General Plan, page HS-10). Special events may have amplified sound during hours as specified in the permit, though not later than 10:00 PM.

Appendix A: California Department of Transportation (Caltrans) Comment Letter

California Department of Transportation

703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov

August 18, 2026

GTS # 03-ED-2026-00533
SCH# 2026070821

Anna Kashuba, Senior Planner
City of South Lake Tahoe
Planning Division
1052 Tata Lane
South Lake Tahoe, CA 96150

Mid-Town Area/Specific Plan

Dear Anna Kashuba,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Mid-Town Area/Specific Plan (Project) proposes to replace the Bijou/Al Tahoe Community Plan and Sierra Tract Commercial Plan Area Statement (PAS) in their entirety, as well as much of the Bijou Meadows PAS (Bijou Community Park and Golf Course, Bijou Meadow, and parcels owned by the South Tahoe Public Utility District) due to these plans being outdated and to better align with the City of South Lake Tahoe's and the Tahoe Regional Planning Agency's (TRPA's) current policies and goals. The Project identifies new design and density standards, permissible uses, public improvements, and implements changes required legislatively for parking and housing within the approximately 780-acre Project area. The existing Town Center overlay previously included 65 acres, to which the Mid-Town Area Plan also proposes a 339-acre expansion. The Project area is located in central South Lake Tahoe and includes approximately 2,660 feet of Lake Tahoe shoreline and 2.35 miles of US 50/Lake Tahoe Boulevard. US 50/Lake Tahoe Boulevard is the primary travel way through the plan area, City, and the region. Based on an Initial Study/Negative Declaration (IS/ND) received, we provide the following comments.

Freeway Operations

Figure 4: Proposed Transportation Facilities on PDF page 18 of the Midtown Area/Specific Plan IS/ND shows a map with several locations on US 50 designated as intersection Improvements; however, it is not clear what form these improvements will take, or what issue that they are addressing. Depending on the nature of the improvement, they could involve a full project or a simple encroachment permit.

Traffic Safety

Any proposed land uses that significantly increase the amount of vehicles travelling on the SHS will need trip generation and impact studied.

Complete Streets

Figure 4: Proposed Transportation Facilities on PDF page 18 of the Midtown Area/Specific Plan IS/ND shows a variety of proposed bike facility and intersection improvements both on and off of the SHS that may require coordination at the project-specific level. Please continue to coordinate with the department as developments and projects relating to the Area Plan progress. Consider utilizing the Design Information Bulletin (DIB) 94 linked below to guide design decisions regarding bike and pedestrian facilities.
https://ld-igr-gts.dot.ca.gov/uploads/3/40590/59725/DIB-94-010224-a11y.pdf

Aeronautics

The Project documents note that portions of the plan are within Safety Zone 4, and indicates no mitigation to be completed. Please add language to clarify that the Project will not authorize multi-family housing development in Safety Zone 4, that commercial activities will be restricted to 150 persons per acre, and residential construction will not exceed current density. Please add language to ensure that avigation easements will be required and that interior noise levels will not exceed 45 dB during aircraft operations.

Local Development Review

Please clarify what intersection and multimodal improvements are proposed within Figure 4: Proposed Transportation Facilities on PDF page 18 of the Midtown Area/Specific Plan IS/ND. Please also include discussion on whether these improvements have been analyzed and reviewed previously (via the existing area and community plans, or other studies, as applicable).

Hydraulics

Please clarify that future development and redevelopment under the Mid-Town Area Plan shall not increase peak discharge, stormwater runoff, or flood risk affecting existing Caltrans drainage facilities or State highway right-of-way (ROW) unless project-specific hydraulic analyses demonstrate that adequate hydraulic capacity exists and that no adverse impacts to the State highway drainage system will occur. Existing drainage patterns shall be maintained unless supported by project-specific analyses demonstrating no adverse impacts to State facilities.

Any proposed discharge to, connection with, modification of, or work within existing Caltrans drainage facilities or State highway ROW shall require the appropriate Caltrans approvals, including an Encroachment Permit where applicable, and shall comply with current Caltrans drainage design and construction standards. Stormwater discharged to State facilities shall comply with all applicable federal, State, regional, and local water quality requirements.

In addition, the following remarks/standard language are provided for informational purposes per Caltrans Standard Plans, Specifications, and Specials:

- No net increase to 100-year storm event peak discharge may be realized within the State's highway ROW and/or Caltrans drainage facilities because of the project. Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

- Runoff from the proposed project that will enter the State's highway ROW and/or Caltrans drainage facilities must meet all Regional Water Quality Control Board water quality standards prior to entering the State's highway ROW or Caltrans drainage facilities. Appropriate stormwater quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

- Any drainage work performed within the State's highway ROW must meet all Caltrans drainage design and construction standards and will require Caltrans' Encroachment Permit

Encroachment Permit

Any project or work, including access modification and drainage work, that takes place along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Encroachment Permits Offices as indicated below:

California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901
D3encpermit@dot.ca.gov

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

David J. Smith

David Smith, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3

Caltrans Comments Letter -Mid-Town Area Specific Plan

Final Audit Report 2026-08-18

Created:	2026-08-18
By:	Satwinder Dhatt (s134519@dot.ca.gov)
Status:	Signed
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Appendix B: Kim DeYoung Comment Letter, "my comments for the Mid-Town Area Public Review Draft"

Outlook

my comments for the Mid-Town Area Public Review Draft

From Kim DeYoung <kimlovestahoe@gmail.com>
Date Wed 8/19/2026 11:19 PM
To Anna Kashuba <akashuba@cityofslt.gov>
Cc Adam DeYoung <adamkdeyoung@yahoo.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

8/19/26 @ 11:18pm
Dear Anna Kashuba, Senior Planner,
My comments - regarding the public comments for the Mid-Town Area/Specific Plan - are in either red font or bold black font below.
All of my seven comments pertain to:

- Mid-Town Area/Specific Plan Initial Study/Initial Environmental Checklist/Negative Declaration Public Review Draft (PDF)

Thank you,
Kim DeYoung
3371 Lake Tahoe Blvd.

1. Page 25:
My comment: **The Land Capability map is incorrect** as it does NOT show Class 1b on APN 027-010-029 at the shoreline. This parcel should be a mix of light green and brown (Class 7)

2. Pages 43, 44, 47:
My comment: The map is incorrect for APN parcels 027-010-024 and -029. They should not be marked "Mixed Use" as they are currently CTC owned and are open, natural space. With a potential land exchange between the CTC and City of South Lake Tahoe, there is currently a proposed (by the CTC) deed restriction that would not fall under this document's definition of Mixed Use.
Page 250:
Why are APN parcels 027-010-024 and -029 not marked as green Open Space?

3. Page 40: "*There are four (4) parcels within the plan area owned by CTC, totaling 2.02 acres. CTC removed development on these parcels and has restored them to open space with restoration and recreation enhancements such as stabilization, beach access, and bike paths.*"

My comments:
--> If referring to the "Lake Parcels" - specifically APN 027-010-029 - beach access does NOT exist (though it's been marked on the 56 Acres Master Plan before the

building was even built). It does not have lake access as the two properties on either side meet together above the high water line.
--> I also want to make sure that the City of SLT is aware that by marking it in public documents as beach access (though I have called, emailed, and publicly commented in public meetings), this APN property owned by the CTC has an eroding cliff and just yesterday (8/18/26 at approx 12:55pm) a female slipped and tumbled down the CTC's land, the Fire Dept was called, we heard the police boat on the water saying that the Fire Dept was called, I rushed to the fence line and asked if any water/ice was needed, the 2 witnesses explained what happened and I could see the female was wet and very unsteady on her feet.

4. Page 84: "*The City of South Lake Tahoe* and *California Tahoe Conservancy CTC are finalizing* an exchange of parcels *that would assist each entity in furthering* their missions. *A number of these parcels are within the Mid-Town area. Three (3) parcels which are being considered for transfer to the City under the exchange (027-010-016, 027-010-024, and 027-010-029) would be maintained by the City for the purpose of maintaining open space along the shores of Lake Tahoe and increasing opportunities for public access and lake visibility, as supported by the following policy: • Policy 5.1 CTC Land Exchange Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access and exploring expansion scenarios for Lakeview Commons.*"

My comments:
--> parcel 027-010-029. It has remained in its natural state (though covered by pine cones and pine needles) as open space. It is one of the very few lakefront parcels that is in its natural setting (with the only exception of the paved bike path that is close to / runs parallel to Hwy50 /Lake Tahoe Blvd. It is nicknamed the "Chimney Parcel" for a reason: the parcel is wider along Lake Tahoe Blvd, and then narrows so that it is out of sight from Lake Tahoe Blvd - there is no lake visbility from Lake Tahoe Blvd. As pointed out above, there is not public access to the lake from this parcel, as the property owners on each side have their properties come down to a narrow adjoining point.
--> It should be noted that the adjacent public beach "Connolley Beach" (3341 Lake Tahoe Blvd) located in the Tourist Core: "This beach is only open to the public from June 1 to Sept 30, sunrise to sunset." (As it pertains to the above document, Page 177 regarding potential opportunites for additional recreation, for example.)
--> 027-010-016 is the old "Alta Mira" parcel. The CTC restored it to natural open space (great area to have Lakeview Commons expansion scenario) while there is still no lake visibility from Lake Tahoe Blvd as the CTC created a land "mound."

5. Page 178: "*d. Will the proposal result in a decrease or loss of public access to any lake, waterway, or public lands?*

The Area Plan supports the California Tahoe Conservancy's (CTC) Alta Mira Public Access Improvements to create more usable space along the south shore of Lake Tahoe....Two other parcels ***[APN 027-010-029]*** *considered for exchange within the plan area have also been identified* as possible locations for beach access or supporting infrastructure."

My comments:
--> See above for beach access response. Please clarify what is the possible "supporting infrastructure" (?) if the 2 lakefront parcels were originally obtained as part of maintaining natural / open space? Page 230 of the document states:

"*Recreational use of a beach, supported by developed facilities such as sanitation facilities...*"
or Page 239 "Water-oriented outdoor recreation uses, such as food and beverage facilities..."
Page 152 notes this APN is included in the Source Water Protection Zone.

6. Page 78: "*Additional height up to 46 feet is proposed in the Al Tahoe Center District and up to 56 feet in the Public Service Center District and the Lake Tahoe Community College District. Although the increase in height is permitted per Section 13.5.3 of the TRPA Code of Ordinances (up to 56 feet for Town Center Overlays), it may have the potential to impact existing scenic vistas.*"

My comment:
--> the statement "it may have the potential to impact existing scenic vistas" sounds horrible in theory.

7. Page 35: Noise.

My comment and question:
CNEL noise levels / permissible in Harrison/Sandy Way state 60.
I didn't see it (or perhaps didn't understand it if I read it) but has sound (particularly from amplified music) been tested along the shoreline particularly from the business The Idle Hour (3351 Lake Tahoe Blvd) and Lakeview Commons (special events I think get a "pass" on amplified music?) and the now-removed Tiki Hut at the previously named Beach Retreat and Lodge. I didn't see any hours restrictions placed on amplified music? The Beach Retreat and Lodge - located in Tourist Core- for example would hold summer weddings very often on Friday and Saturday nights with amplified music going sometimes until 11pm or midnight (would not care if a person walked over and asked them to please turn off at 10pm / city noted hours).

Appendix C: Initial Study/ Initial Environmental Checklist/ Negative Declaration Public Review Draft

Circulated from July 21, 2026, to August 19, 2026

CITY OF SOUTH LAKE TAHOE

TAHOE REGIONAL PLANNING AGENCY

MID-TOWN AREA/SPECIFIC PLAN

INITIAL STUDY/ INITIAL ENVIRONMENTAL CHECKLIST/ NEGATIVE DECLARATION

Public Review Draft 7/21/2026

Prepared by:

City of South Lake Tahoe

1052 Tata Lane

South Lake Tahoe, CA 96150

&

Ascent Environmental Inc.

www.ascent.inc

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1.0 Introduction

1.1 Initial Study/Initial Environmental Checklist

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to evaluate and address the potential environmental impacts of the City of South Lake Tahoe's (City's) Mid-Town Area/Specific Plan (Area Plan). The document serves as an area plan under the Tahoe Regional Planning Agency's (TRPA) Regional Plan and as a specific plan as defined by California Government Code Section 65450 et seq. The Area Plan will replace the Bijou/Al Tahoe Community Plan and Sierra Tract Commercial Plan Area Statement (PAS) in their entirety, as well as much of the Bijou Meadows PAS (Bijou Community Park and Golf Course, Bijou Meadow, and parcels owned by the South Tahoe Public Utility District). Several parcels from various PAS have been included for various reasons as are discussed in section 1.3, Background. These planning documents range from 30-40 years old and no longer reflect current City and TRPA policies, best practices, or goals for achieving town center activation, housing availability, and a built environment based on sustainable building techniques and integration with the natural environment. The Area Plan will identify new design standards, density standards, permissible uses, and public improvements to achieve community goals. Additionally, the Area Plan is an opportunity to implement changes as required by California legislation regarding parking and housing.

An initial study (IS) is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND) is required for a project under California Environmental Quality Act (CEQA) guidelines. An IEC is a preliminary environmental analysis that is used for determining whether an Environmental Impact Statement (EIS), a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect (FONSE) is required for a project under TRPA guidelines. The following details and analyses can be found in this joint IS and the IEC:

- Project description
- Description of environmental setting
- Evaluation of the project's consistency with existing, applicable land use controls
- Identification of environmental effects by checklist or other similar form
- Explanation of environmental effects
- Discussion of mitigation for significant environmental effects
- The name of person or persons who prepared the study

This IS/ND has been prepared pursuant to the California Environmental Quality Act of 1970, Cal. Pub. Res. Code §21000 et seq. The CEQA lead agency for this project is the City of South Lake Tahoe (City). Under TRPA authority, local jurisdictions may adopt area plans that comply with TRPA's Regional Plan goals and policies. This Mid-Town Area Plan was developed to meet all criteria of the TRPA Code of Ordinances Chapter 13, *Area Plans,* and serves as a specific plan per California statute.

This document also serves as an IEC prepared pursuant to the requirements of Article VI of the Tahoe Regional Planning Agency (TRPA) Rules of Procedure and Chapter 3 of TRPA's Code of Ordinances (TRPA Code). TRPA serves as the lead agency pursuant to its own regulations.

1.2 Tiering Process

CEQA

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished by eliminating repetitive analyses of issues that were adequately addressed in previous documents and by incorporating those analyses by reference.

Section 15168(d) of the State CEQA Guidelines provides for simplifying the preparation of environmental documents on individual parts of the program by incorporating by reference analyses and discussions that apply to the program as a whole. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152(d)).

In accordance with State CEQA Guidelines as referenced above, this IS/IEC is tiered from the following documents:

- City of South Lake Tahoe 2010 General Plan Environmental Impact Report (amendment for TAP/TCAP)
- TRPA 2012 Regional Plan Update (“RPU”) Environmental Impact Statement

2025 Connection 2050: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect This IS/IEC will evaluate the potential environmental impacts of the proposed Mid-Town Area Plan with respect to the documents noted above to determine what level of additional environmental review, if any, is appropriate.

As shown in the Determination in Section 5.2 of this document and based on the analysis contained in this Initial Study, it has been determined that the proposed Mid-Town Area Plan would not have significant effects on the environment that were not adequately addressed in the 2010 General Plan EIR or 2012 RPU; therefore, a Negative Declaration will be prepared.

TRPA

The TRPA concept of "tiering" refers to the coverage of general matters in a broader EIS (Program EIS) and subsequent narrow environmental documents incorporating by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. Therefore, when an EIS has been certified for a project or matter, TRPA should limit the analysis on a later related or consistent project or matter to effects which were not examined as significant effects in the prior EIS, or which are susceptible to substantial reduction or avoidance by revisions in the project or matter through conditions of approval or mitigation. Tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required.

This IEC is tiered from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement ("EIS") and 2025 Connection 2050: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect in accordance with Section 6.12 of the TRPA Rules of Procedure. The 2012 RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances. The Regional Transportation Plan identifies a broad range of projects, programs, and strategies needed to comprehensively improve Tahoe's transportation system over the next 25 years. The 2012 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes the full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this Initial Environmental Checklist will rely on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no

significant new information or change in circumstances that would require further analysis; and assessment of cumulative impacts.

TRPA analyses from which this IS/IEC is tiered include:

- TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement
- TRPA 2025 Connections 2050: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect

This Initial Environmental Checklist concludes that the potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that may reduce the impacts of this project will be identified in this Initial Environmental Checklist. Since these mitigation measures are already being carried out as part of the implementation of the 2012 RPU, they will not be readopted, but rather are incorporated as part of the project and the impact analysis assumes implementation for purposes of determining the significance of any project impact. The benefits of these mitigation measures will be achieved independently of considering them as specific mitigation measures of this project. Nothing in this Initial Environmental Checklist in any way alters the obligations of TRPA to implement the RPU mitigation measures.

1.3 Background

All land within the Lake Tahoe Basin, both California and Nevada jurisdictions, falls under the jurisdiction of TRPA. The 1987 Regional Plan created over 175 Plan Areas, each with its own Plan Area Statement (PAS) guiding document, that dictates allowable uses, densities, and special policies as applicable. PAS are not regularly amended, though individuals may submit applications to amend standards or boundaries of the PAS. With the 2012 Regional Plan, TRPA encouraged local jurisdictions to adopt area plans that are compliant with Regional Plan goals, policies, and

environmental thresholds, but are responsive to local needs and visions. *Chapter 13: Area Plans* of the TRPA Code of Ordinances provides implementation steps for the development, consideration, adoption, and amendment of an area plan. Area plans, once adopted by the local jurisdiction and TRPA, will replace PAS or existing community plans, and be considered a component of the Regional Plan.

Most parcels within the Mid-Town Area Plan were previously under the Bijou/Al Tahoe Community Plan (Community Plan), the Sierra Tract Commercial PAS, or the Bijou Meadows PAS. The Mid-Town Area Plan will entirely replace the Community Plan and Sierra Tract Commercial PAS. Four parcels were added from the Al Tahoe PAS, one from Bijou Pines PAS, and 5 from the Highland Woods PAS. The parcels incorporated from Highland Woods PAS were previously partially within Sierra Tract Commercial PAS. This change was made to eliminate split zoning of the parcels.

The Community Plan was adopted in October of 1995 and underwent nine (9) minor amendments, the most recent of which occurred in 2020. The plan outlined a "Vision for 2007" for the area to serve as a family-oriented and recreational center, as well as the Town Center for the local community. The Community Plan extended from Takela Drive along US 50, just west of Al Tahoe Boulevard, and included property between Johnson Boulevard and Hwy 50, and property on Al Tahoe Boulevard terminating at the west boundary of Bijou Park and at the east boundary of Lake Tahoe Community College. Much of the Mid-Town Area Plan follows the original boundaries of the Community Plan. Chapter 12 of TRPA Code sets forth provisions for the development, adoption, and amendment of community plans.

Following multiple City Council discussions on the topic, development of the Mid-Town Area Plan kicked off in early 2024. In April 2024, City staff notified TRPA of the City's intent to create a new area plan, as is required by TRPA Code Chapter 13. In May 2024, City staff presented an initial timeline and project scope to City Council. With the help of Design Workshop, an outreach strategy was designed, and stakeholder meetings began in early August. Throughout spring of 2025, workshops, stakeholder focus sessions, and open houses were held to ensure that a community vision would be the foundation of the Area Plan.

1.4 Project Location, Setting and Surrounding Land Uses

The plan area is located in central South Lake Tahoe, and includes approximately 2,660 feet of Lake Tahoe shoreline and 2.35 miles of US Highway 50/Lake Tahoe Boulevard. US Highway 50/Lake Tahoe Boulevard is the primary travel way through the plan area, City, and the region. It serves those traveling to, through, and from Stateline, Nevada, and the California foothills down to Sacramento.

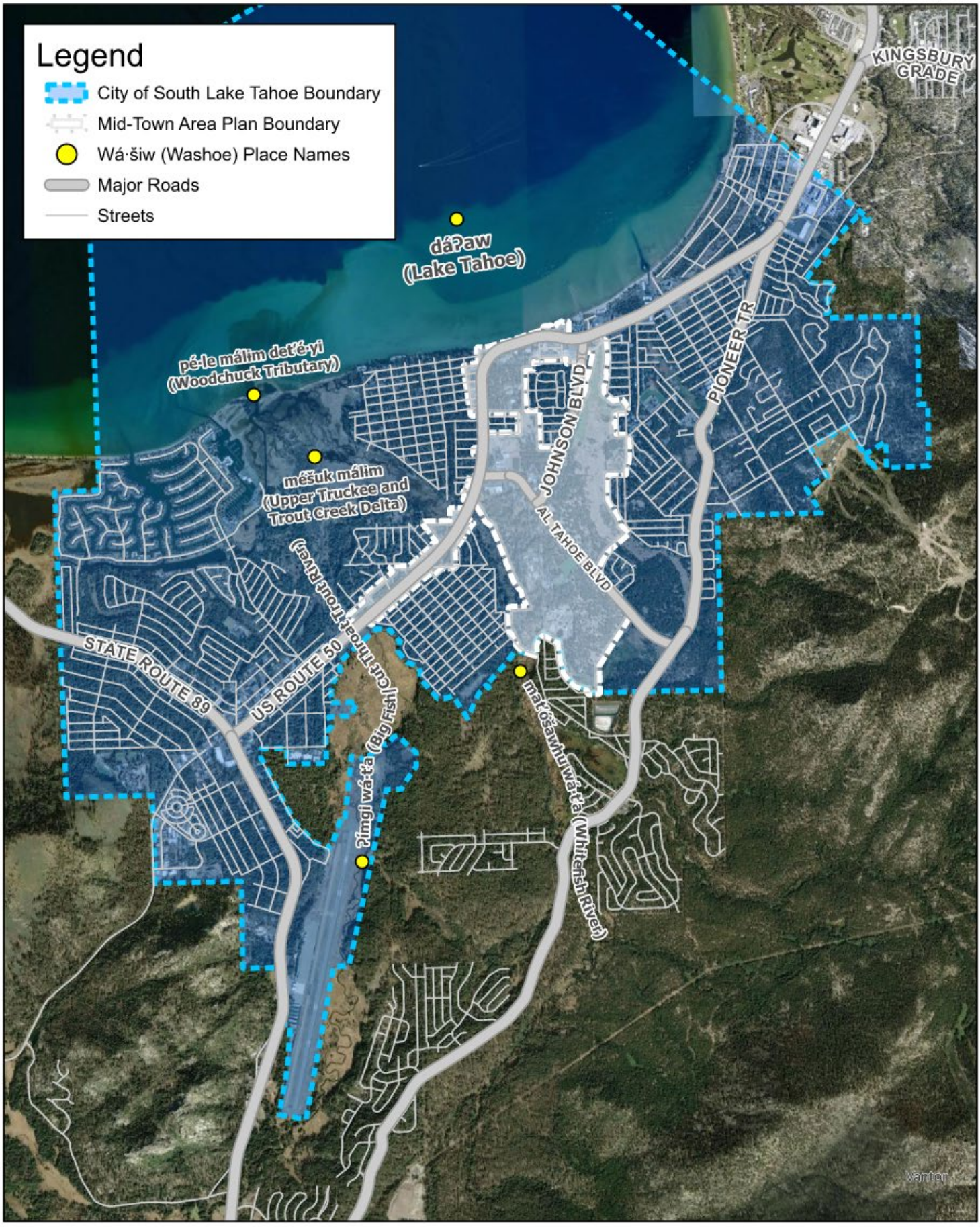


Figure 1: Context Map - City of South Lake Tahoe

City of South Lake Tahoe Mid-Town Area Plan

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0 0.3 0.6 1.1 Miles

The plan area contains some of the City's most valued recreation assets, including but not limited to Bijou Community Park and Golf Couse; Lakeview Commons and El Dorado Beach; and the City of South Lake Tahoe Recreation Center and Ice Arena. Many service-based public uses are contained within the plan area, including federal, state, county, and City services.

Land Uses Within the Plan Area

There are a wide variety of existing land uses within the plan area. Table 1 below summarizes existing uses.

Table 1: Existing Land Uses

Land Use	Area (acres)	Percent of Plan Area
Public service	239	32.3%
Recreation	219	29.6%
Open space	129	17.4%
Commercial	72	9.7%
Vacant	52	7.0%
Single family	17	2.3%
Tourist accommodation	11	1.5%
Multi-family	2	0.3%

Recreation

Recreation is the second largest land use in the plan area. These areas include but are not limited to El Dorado Beach, the City of South Lake Tahoe Campground, Bijou Golf Course, Bijou Community Park, and the South Lake Tahoe Community Playfields.

Public Service

The Mid-Town area is home to the U.S. Postal Office, South Lake Tahoe Community Center, Happy Homestead Cemetery, South Tahoe Middle School, Boys and Girls Club of South Lake Tahoe, and South Lake Tahoe Public Utility District (STPUD) facilities. STPUD owns an additional 93.73 acres surrounding the existing facility. This land is not included in the Table 1 public service calculation as it has not yet been developed with public service infrastructure. Additional government services found within the Mid-Town are the El Dorado County court and jail, South Lake Tahoe Department of Motor Vehicles, and El Dorado County Assessor's Office.

Commercial

The plan area's commercial and tourist accommodation uses are concentrated along Lake Tahoe Blvd. There are a wide range of commercial uses in the plan area, including grocery stores; restaurants and bars; vehicle repair and tire shops; craft and toy stores; services such as insurance and notary; and many more.

Tourist accommodation establishments include Hotel Azure, Tahoe Pines Lodge, Holly's Place, Tahoe Mountain Inn, Sky Lake Lodge, and Nickelodeon Motel.

The Mid-Town area contains approximately 500,000 square feet of commercial floor area (CFA). The City of South Lake Tahoe holds 6,150 square feet CFA dedicated to developments within the Bijou/Al Tahoe Community Plan boundary. Upon the adoption of the Mid-Town Area Plan, this CFA

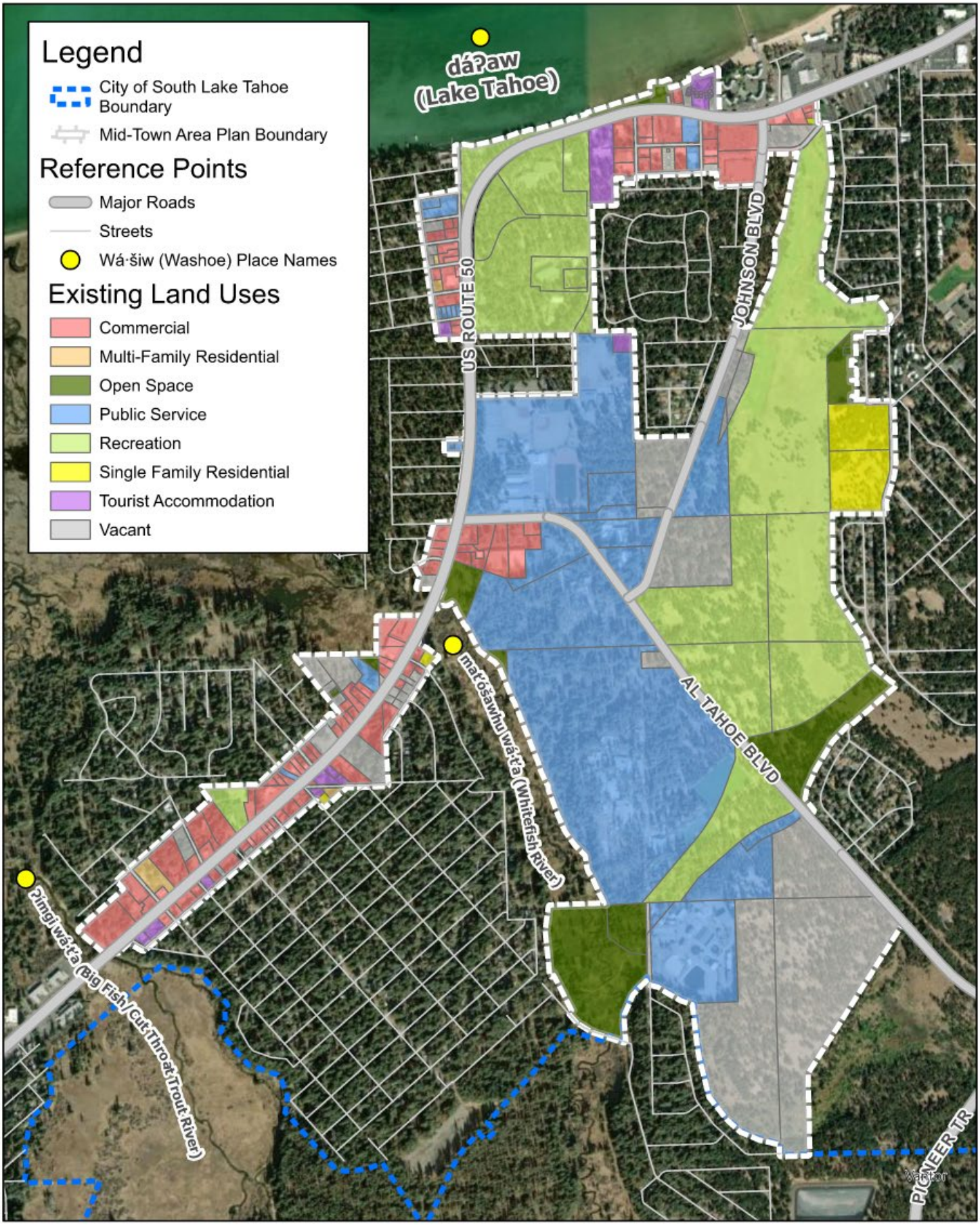


Figure 2: Existing Land Uses

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

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will be made available to all parcels within the plan boundary. CFA held in undesignated City pools may also be allocated to parcels within the plan area.

Residential

There are approximately 37 single-family residential parcels within the plan area, most of which are air-space condominiums. The remaining residential parcels are found throughout the periphery of the plan area. There are four multi-family housing parcels, including three duplexes and the Skylark Mobile Home Park, which contains 11 homes.

California Tahoe Conservancy Lands

The California Tahoe Conservancy (CTC) was established in 1984 to protect, restore, and enhance the natural environment of Lake Tahoe. The CTC acquires sensitive lands and restores them by removing development, decompacting and stabilizing soils, and revegetating with native species.

The City of South Lake Tahoe and CTC have been in negotiations regarding an exchange of parcels that would assist each entity in furthering their missions. A number of these parcels are within the Mid-Town area. CTC owns four (4) parcels within the plan area totaling 2.02 acres, three (3) of which are being considered for transfer to the City under the exchange. Two (2) City-owned parcels are under consideration for transfer to CTC. These parcels are adjacent to the Truckee Marsh and South Tahoe Bikeway. One is overlaid by the 100-year floodplain, making it unfit for development. These two parcels, among others, were identified by community members as desirable for restoration and open space.

Economic Conditions

The City of South Lake Tahoe's economy and workforce are primarily dependent on tourism, which fluctuates throughout the year. Many businesses rely on income earned in peak tourist seasons to carry them through the less active spring and fall months. Winter tourism is generally substantial but dependent on weather and skiing conditions. Businesses within the Mid-Town plan area receive less overall activity compared to those within the Mid-Town Area Plan and Heavenly Village area; however, year-round patronage of these uses is more consistent as they are more resident-serving.

In recent years, transient occupancy tax has consistently been the City’s largest revenue source, followed by sales tax. This remained true even amid the unique circumstances of the Covid-19 pandemic, through these streams’ growth did slow in the 2023-2024 fiscal year. Transient occupancy tax and sales tax revenue grew by 0.4% and 0.9% respectively, compared to a growth of 5.7% and 33.9% the previous year. The significant growth in sales tax revenue can be attributed to the implementation of Measure S rather than increased spending or tourism (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Charges for services are generally the third-largest revenue stream. Prior to the implementation of Measure S, it was not uncommon for this category to be the City’s second-largest revenue stream. This category includes parks and recreation program fees and engineering, planning, and building review and permit fees (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Unemployment

Unemployment rates within the City remain relatively consistent with the State of California, and above the national rate. Annual unemployment rates are an average of the 12 fiscal months (California Employment Development Department, 2023).

Unemployment trends throughout the year are inverse to peak and shoulder season tourist trends, with unemployment rates slightly higher in the summer and winter months and lowest around May and September. While many jobs become available in the summer and winter months, they are not always filled by permanent residents.

Commercial Development

This Area Plan is driven by the need to capture the City's remaining commercial zones that were not previously included in an area or community plan. For this reason, most parcels contain commercial or public service uses. The shape of the plan boundary is telling of the City's original development patterns. Commercial uses are concentrated along Lake Tahoe Blvd.

As directed by the City's 2023-2028 Strategic Plan (Action Item 4.1.1), a summary of vacant/underutilized properties was created from which a priority list could be made to work with property owners on redevelopment opportunities. Using the categories below, 40 sites were identified during the winter of 2023, 17 of which are in the Mid-Town plan area. Priority locations within the plan area include the Sunray Hotel at 4139 Lake Tahoe Blvd. (demolished summer 2025) and vacant spaces within the Tahoe Center at Lake Tahoe Blvd. and Al Tahoe Blvd. While many of these sites are now being utilized or are under construction, it is an ongoing effort to reduce the number of vacant commercial spaces, identify a second economy, and support growth of existing businesses.

Vacant	A property containing a building or structure that has been vacant for 120 days or more; or a property containing a building in a condition that cannot be legally reoccupied without repair or rehabilitation; or a property that contains an "abandoned building" (SLTCC 4.65.020).
Underused	A property with multiple tenant spaces where one or more spaces has been vacant for 120 days or more.
Vacant pending application	A property meeting the criteria as "Vacant" with a pending or issued planning or building application to reoccupy the building or structure.
Recently Unoccupied	A property that would meet the criteria for "Vacant" or "Underused" except that status has been for less than 120 days.

Demographics and Housing

Since 2020 the City has experienced a decline in population as those seeking more space during the COVID-19 pandemic leave the area. The population has continued to decline from pre-2020 levels, though at a lesser rate, and is expected to continue. Since 2010 there has been a steady increase in the number of senior residents, and more recently, an increase in non-white minorities, both of which are federally protected classes. The number of working-age persons (20–65 years old) has decreased (Matthews, Fuentes, Smith, & Wildemuth, 2024).

Despite the decrease in population, housing availability has not increased. Many homes purchased during the COVID-19 pandemic spend much of the year vacant. From 2020 to 2023, housing supply shifted slightly from renter-occupied units to owner-occupied units. Overall, both renters and homeowners are spending more than 30% of their income on housing costs. It is suspected that housing cost burden is the primary cause of the City's declining population (Matthews, Fuentes, Smith, & Wildemuth, 2025).

While the plan area is largely surrounded by residential uses, there are minimal residential developments within the boundary. Much of the plan area fronts Lake Tahoe Blvd., which generates transportation-related noise and air pollution.

As of 2025, there are ten (10) parcels within primary residential uses (not including individual condominium air space parcels), multifamily, single-family, and mobile home units. A limited number of commercial uses contain a single dwelling unit. In 2025, Lake Tahoe Community College's first on-campus student housing opened. It provides 100 beds to low-income, full-time students who are California residents.

Several hotel/motel establishments within the plan area participate in the City's Single Room Occupancy (SRO) program, providing month-to-month housing in some or all units. These units are primarily tourist accommodation uses, and participation in the SRO program is intermittent.

Transportation and Circulation

Roadways

Lake Tahoe Blvd (US Highway 50) spans the length of South Lake Tahoe, approximately 2.35 miles of which is within the Mid-Town plan area. This interstate highway also serves as the City's main arterial road. It has two travel lanes in each direction, as well as a turning lane that serves as temporary snow storage during heavy snowstorm events. Secondary streets include Al Tahoe Blvd., Johnson Blvd., Lyons Ave., and Rufus Allen Blvd.

Highway 50 Road Safety Audit (RSA)

In early 2018, the *US Highway 50 Road Safety Audit (RSA), South Tahoe "Y" to Trout Creek* final report was released by the California Department of Transportation (Caltrans), which summarized safety conditions and recommendations for the referenced stretch of US Highway 50, approximately half of which is within the plan area. It was identified as a high-risk roadway for vulnerable users such as pedestrians and bicyclists (California Department of Transportation, 2018). The high-speed limit along US Highway 50 is incompatible with the roadway's use as a main street throughout town with high pedestrian and bike traffic. Recommendations addressed safety data, intersection design, lighting, transit stops, pavement marking durability, speed management, and snow removal activities. Many of these recommendations are echoed in the goals and policies of this Area Plan.

In 2023, Caltrans conducted an additional RSA along US Highway 50 and State Route 89 in response to community concerns related to raising the speed limit along specific segments of the roadways. The roadways were analyzed in three segments to identify safety and mobility deficiencies and generated a list of improvements specific to each segment. Segment 2 as part of this RSA consists of the Sierra Tahoe Business District. Several

corridor-wide improvements were outlined, including short-, medium- and long-term improvement projects, some of which are currently underway. These improvements are focused on increasing safety and connectivity along and across US Highway 50 for pedestrians and bicyclists and built upon the recommendations of the 2018 RSA.

South Lake Tahoe Multimodal Mainstreet Corridor Plan

The City was awarded Caltrans' Sustainable Transportation Planning grant in 2024 to develop the Multi-modal Mainstreet Corridor Plan. The project will identify, analyze, and propose enhancements to US Highway 50 and State Route 89 to improve safety and access for walking and bicycling, facilitate modal shifts away from vehicles through a more efficient transit system, and provide solutions that improve the quality of life for community members and regional visitors alike. The eventual implementation of the design concepts identified in the study will align with State, regional, and local efforts to reduce vehicle miles traveled, address climate change goals, and create connections between South Lake Tahoe and its neighboring communities.

Level of Service/Vehicles Miles Traveled

TRPA's Regional Plan Goals and Policies and Regional Transportation Plan include a vehicle "level of service (LOS) criterion to aid local agencies in determining more localized impacts. The City's General Plan also has standards for LOS. LOS is a qualitative measure that describes the operating performance of transportation facilities. For roadways, LOS is an indicator of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. It is defined on a scale from LOS A (the least congested operating conditions) to LOS F (the most congested operating conditions).

The TRPA Regional Plan and City General Plan intend that peak period traffic flows not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways (Tahoe Regional Planning Agency, 2012) (City of South Lake Tahoe, 2011).

While several roadways currently operate at LOS D or E, the key intersections connecting those facilities generally operate at LOS C or better. This is because many of those intersections have been designed with additional travel lanes, channelized "free" right-turn movements, and other operational capacity enhancements for this segment.

In 2020, California Senate Bill 743 required local jurisdictions switch from LOS to vehicle miles traveled (VMT) for analyzing the transportation impacts of projects subject to the California Environmental Quality Act (CEQA). The City operates under TRPA's existing project-level VMT thresholds, which apply to all projects, regardless of CEQA requirements. Mitigation is required for all new VMT through a fee per vehicle mile traveled that supports multi-modal transportation and bicycle infrastructure. Projects that generate significant VMT per TRPA Code Section 65.2.3(E) require mitigation measures to reduce them to a less-

than-significant level. Each project is analyzed individually for VMT based its location and intensity of the use.

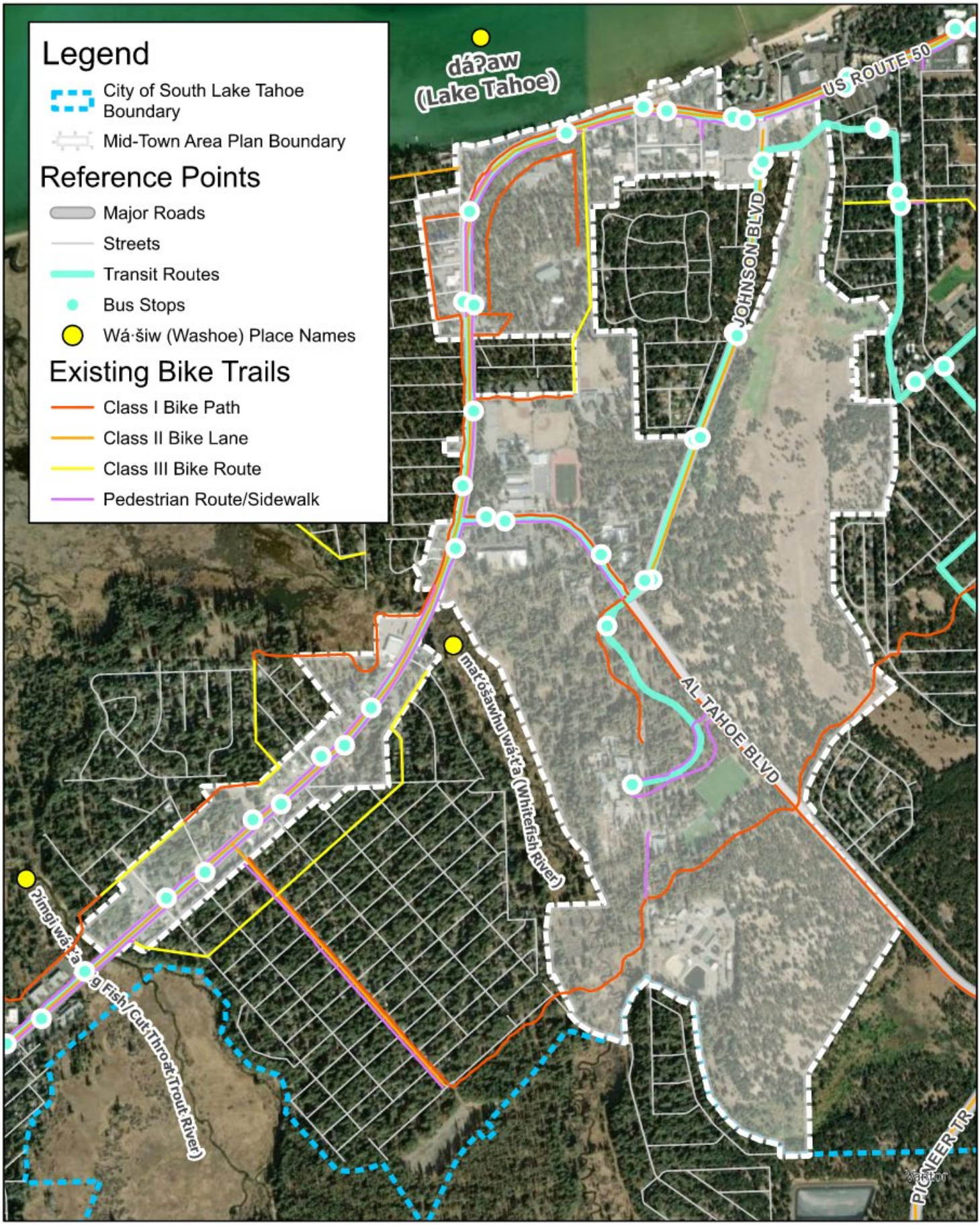


Figure 3: Existing Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

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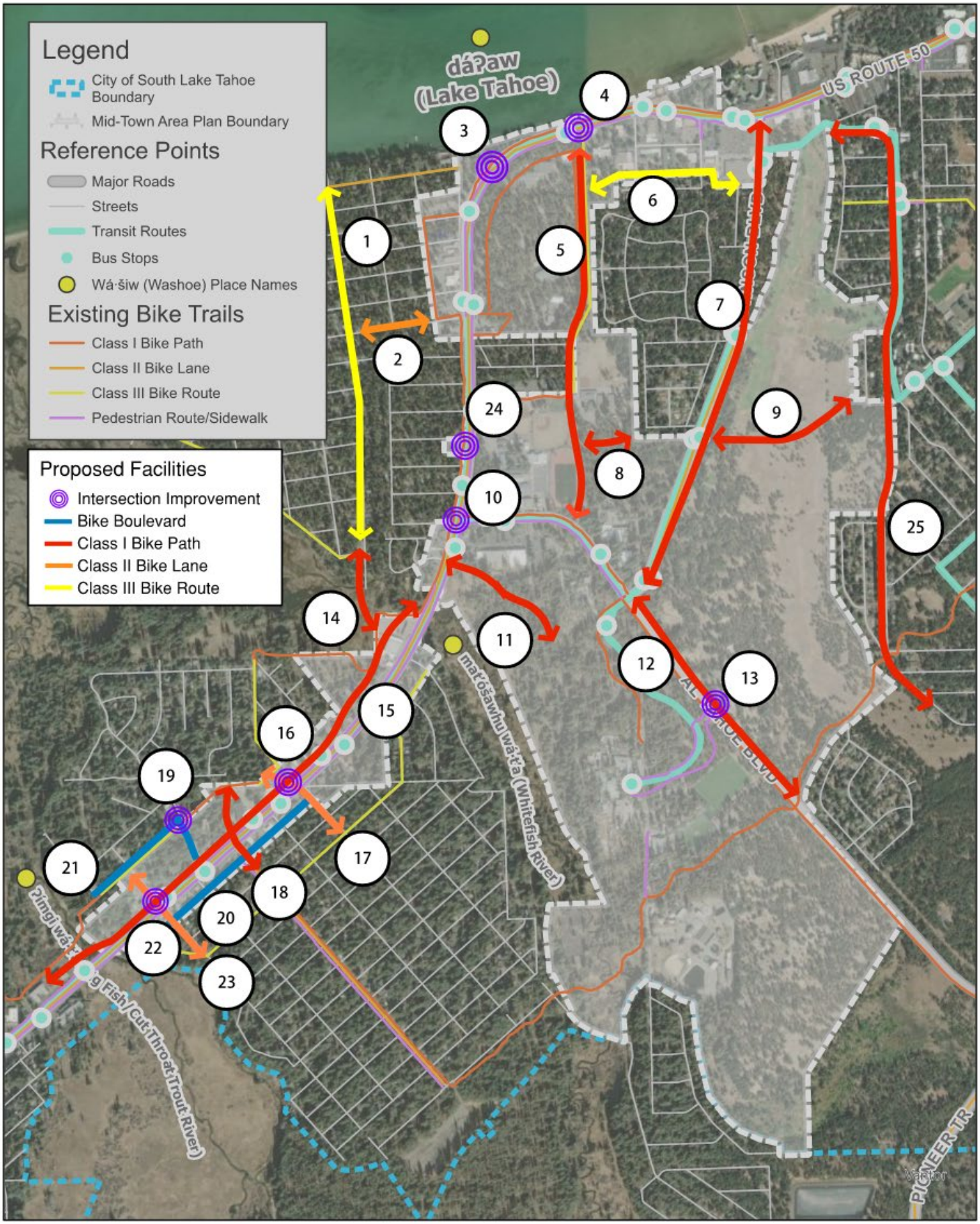


Figure 4: Proposed Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

Curbs and Gutter

Curbs and gutters are important for safety, water quality, and aesthetics. They provide a physical barrier between roadways and pedestrian sidewalks, guiding vehicles and preventing encroachment in pedestrian spaces. Curbs and gutters play a vital role in stormwater management by collecting and conveying sediment from highly polluted surfaces to treatment facilities.

Few streets within the plan area have complete curb-and-gutter improvements. Many businesses have parking along the parcel's street frontage rather than in a traditional parking lot at the rear or side of the parcel as directed by current standards. This creates a situation where it is infeasible to impossible to add right-of-way improvements without significant collaboration with private property owners.

In areas such as the Sierra Tahoe Business District, where commercial uses line Lake Tahoe Boulevard, which is improved with curbs and gutters, frequent curb cuts affect all users' experiences. The Area Plan implements standards to reduce and strategically place driveway curb cuts to enhance safety.

The lengths of Lake Tahoe Blvd., Al Tahoe Blvd., and Johnson Blvd. through the plan area have been updated to include curbs and gutters, though sections of Johnson Blvd. experience seasonal flooding. The south side of Lyons Ave.; the north side of Fairway Dr.; and portions of Rufus Allen Blvd., Fremont Ave., Treehaven Dr., and Takela Dr. have curb and gutter.

In 2014, the City completed the Harrison Avenue Streetscape Improvement project. It installed curb, gutter, and stormwater infrastructure along Harrison Ave. from Lakeview Ave. to Modesto Ave., as well as three blocks into the Al Tahoe neighborhood from Alameda Ave. to Modesto Ave. This project is a notable area-wide treatment project in that it brought together private property owners and the City to achieve a lake clarifying project, earn property owners their best management practices for stormwater treatment certificates, and install a Class 1 bike trail, drastically increasing the quality of the scenic corridor.

Parking Facilities

The plan area contains three (3) public parking lots. There are 36 parking stalls at 977 Modesto Ave. Two parking lots serve Lakeview Commons and El Dorado Beach. One is open to all, while the other is reserved for boat trailers per a condition of the funding used to construct the boat ramp. The City installed free street parking along Harrison Ave., San Jose Ave., Alameda Ave., San Francisco Ave., and Tallac Ave. as part of the Harrison Avenue Streetscape Improvement project, resulting in approximately 80 spaces.

All new construction and redevelopment projects are required to provide onsite parking for patrons and staff consistent with the Area Plan standards. In many cases, existing uses do not contain the required number of parking spaces. For a new use to occupy an existing tenant space, parking spaces consistent with the Area Plan standards must be present or added. Transit Services

There are fixed-route and on-demand transportation services within Mid-Town. Tahoe Transportation District (TTD) has two (2) routes through the area: Route 50 on US 50 with 30 minute headways and hourly service provided by route 50 via local streets. Though there is no fee, ridership

is quite low due to the irregular service schedule. TTD maintains the bus stops, though they are generally located on easements owned by the City with City-owned infrastructure.

On-demand services include the South Shore Transportation Management Association's (SSTMA) contracted Lake Link, numerous independent taxi operations, and private shuttles serving large condo and tourist accommodation properties. There are ongoing conversations regarding better integration of bus routes and Lake Link.

In October 2024, the City of South Lake Tahoe and El Dorado County formed the Tahoe South Shore Transit Joint Powers Authority (JPA). The JPA is comprised of three Board of Directors members, and one non-voting ex officio member from each of the current transit operators within the Tahoe portion of El Dorado County (TTD and SSTMA). Though in its early stages, the JPA provides the City and County an opportunity to play a greater role in developing and implementing transit solutions, while continuing to support existing services and regional goals.

Pedestrian and Bicycle Facilities

Pedestrian and bike facilities are classified by Caltrans per the specifications below. The City has not yet implemented Class 4 trails, as snow removal operations would be made difficult by the configuration of this type of bicycle facility. Planning for Class 4 trails will require coordination with the Streets Division to ensure snow removal operations aren't negatively impacted along these routes. Figures 3 and 4 show current and proposed pedestrian facilities. Even where these are provided, it is common for pedestrians and bicyclists to use the shoulder of Lake Tahoe Blvd.

Class 1	Provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
Class 2	Provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
Class 3	Provide a right-of-way, on-street, or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.
Class 4	Promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Bicycle and pedestrian facilities in South Lake Tahoe are frequently used by both locals and tourists, especially near commercial and recreation areas. Providing separated facilities improves safety for all users, preventing conflicts and collisions and improving user comfort. The table below shows the range of speeds for various user types.

Use	Average Speed
Walking (Child)	0.7 mph
Walking (Adult)	3 mph
Jogging	4–6 mph
Quadricycle (often seen at Lakeview Commons)	6–10 mph
Biking (Leisurely)	8–10 mph

Biking (Commuter)	10–12 mph
Electric Scooter	20 mph
E-bike	20–28 mph
Vehicles on Highway 50	40 mph

The 2024 TRPA Active Transportation Plan includes Bicycle Levels of Traffic Stress (BLTS) and the Pedestrian Experience Index (PEI) analyses. These quantify users' stress levels throughout the network, considering the overall network as well as infrastructure unique to bicycles and pedestrians (Tahoe Regional Planning Agency, 2025). Over time, these analyses can inform TRPA and local jurisdictions of the effectiveness of transportation improvements.

Public/Quasi-Public Facilities and Resources

The Mid-Town area is a hub for public services and recreational facilities; however, there is much room for improvement and concentration of City services. Many of the existing City and El Dorado County facilities below are near or within the 56-Acres Master Plan, which provides initial direction for fulfillment of recreational and civic needs.

Utilities and Public Services

Liberty Utilities provides electrical services to the plan area. Most transmission lines are overhead, though those along scenic corridors such as Lake Tahoe Blvd. are underground.

Southwest Gas has provided natural gas to the South Lake Tahoe area since 1963 and continues to do so.

Cellular and telephone services are provided to the area by AT&T, Verizon, and T-Mobile. Charter Communications (Spectrum) is the primary provider of cable television, phone, and internet services.

Water and sewer services are provided by the South Tahoe Public Utility District (STPUD). The STPUD wastewater treatment facility is located at the southernmost point of the plan area.

The City has an exclusive franchise agreement with South Tahoe Refuse which provides solid waste, recycling, and organics services.

The Lake Tahoe Unified School District (LTUSD) oversees public schools within the City. The administrative offices are located within the area plan's boundary, as is South Tahoe Middle School.

Lake Tahoe Community College (LTCC) opened in 1975 and has been in its current location within the plan area since 1988. In addition to classes, the facility hosts sports across multiple playing fields and contains a cross-country ski course.

The plan area includes the City's only operational cemetery, Happy Homestead Cemetery, at 1261 Johnson Blvd. It was established in 1952.

Federal Facilities

There are two United States Postal Service offices within the City, one of which is located within the Mid-Town Area Plan boundary at 1046 Al Tahoe Blvd.

The Lake Tahoe Basin Management Unit of the United States Forest Service (USFS) is at 35 College Dr.

State Facilities

The California Department of Motor Vehicles (DMV) has an office at 3344 Lake Tahoe Blvd.

The offices of the Lahontan Regional Water Quality Control Board are located within the Sierra Tahoe Business District of the plan area at 2501 Lake Tahoe Blvd.

El Dorado County Facilities

At the corner of Al Tahoe Blvd. and Johnson Blvd. is the El Dorado County, South Lake Tahoe Government Center. Facilities here include the El Dorado County Sheriff's office, jail, juvenile treatment facility, Superior Court, and the public defender's office.

The El Dorado County Library, South Lake Tahoe Branch, is located within the plan area. Just down the street from the library is the County's Vector Control District. Both facilities are within the 56-Acres Master Plan site. Also, within the plan area, though not in the 56-acre site, is the County Health and Human Services office.

City of South Lake Tahoe Facilities

The City's most prominent recreation assets are within the Mid-Town plan area: South Tahoe Ice Arena, South Lake Tahoe Recreation and Swim Complex, Campground by the Lake, Bijou Community Park, and Bijou Golf Course. In addition to a swimming pool, weight rooms, basketball courts, and meeting rooms, the Recreation and Swim Complex contains offices of the Parks and Recreation Department staff. Nearby is the corporation yard of the Public Works Department's Street Division. The corporation yard, ice arena, recreation and swim complex, and Campground by the Lake are within the 56-Acres Master Plan site.

In 2023, construction began on the City's new Recreation & Aquatics Center and was officially opened in 2026., and replaces the current recreation and swim complex, providing room for additional programs and services. The existing facility is slated to be demolished due to the age of the structure, at which time the property will revert to El Dorado County ownership.

The South Lake Tahoe Police Department is located within the plan area, off Johnson Blvd, adjacent to the El Dorado County Sheriff's offices.

South Lake Tahoe Fire Rescue's Fire Station 2 is located at2951 Lake Tahoe Boulevard.

Natural Resources and Water Quality

The plan area contains approximately 224 acres of stream environment zone (SEZ), 2,660 feet of Lake Tahoe shoreline, and over 6 miles of drainage improvements to protect and aid in the functioning of these resources.

Land Capability and Stream Environment Zones

TRPA regulates the ability to cover land with impervious surfaces within the Lake Tahoe Basin. Land capability is a classification system based on soils, hydrology, geomorphology, and vegetation that determines the amount of development a site can support without experiencing soil or water

degradation. Coverage limitations differ by land capability, location, and historic levels of development/disturbance.

The TRPA Code of Ordinances uses land capability districts ranging from Class 1 to Class 7, each corresponding to a percentage of allowable land coverage. Classes 1-3 represent sensitive land with very limited development potential, while Classes 4-7 are developable with higher percentages of allowable land coverage. Mid-Town is comprised mostly of high-capability Class 7 land, which is well-suited for redevelopment and infill.

Table 2: Mapped Land Capability

Land Classification	Base Allowable Coverage (%)	Area (acres)	Estimated Base Allowed Coverage* (acres)
Class IBM	1%	224	2.24
Class 6	30%	24	7.06
Class 7	30%	532	159.64
Water Bodies	N/A	5	NA
		Estimated total coverage allowed within plan area:	**168.94 acres**

*These numbers are estimates based on TRPA's general land capability mapping. Potential coverage is verified by TRPA on a parcel-by-parcel basis.

Stream Environment Zones

The plan area contains 224 acres of Class 1B, stream environment zone (SEZ). The largest SEZ within the plan area is found within Bijou Meadow on the eastern side of the Mid-Town area. There are additional pockets of Class 1B land on the periphery of the Mid-Town area in association with the Trout Creek and Upper Truckee Stream Environment Zones.

There has been significant encroachment by official and unofficial recreation activities, much of which occurred before the creation of TRPA and the associated land management system. The City's 9-hole golf course is entirely contained within the SEZ. While much of the golf course is a grass monoculture, there are areas with seasonal standing water where functioning SEZ remains. Other encroachments include compacted dirt from social walking trails and compaction around disc golf holes.

TRPA grants exceptions to land coverage requirements in SEZs for public outdoor recreation when all criteria of TRPA Code 30.5.2(B) are met.

Land Coverage

Analysis of impervious coverage data estimates that approximately 26.5% of the Mid-Town plan area is covered by impervious surfaces. "Other" surfaces, which include parking lots and driveways, make up more than 51% of the land and are the most common type of impervious coverage in the Mid-Town plan area (not including public streets and other right of way improvements).

Table 3:Existing Land Coverage and Impervious Surfaces

Coverage Type	Area (acres)	Percent of Coverage
Driveway (hard)	62	30.8%

Road (hard)	44	21.9%
Building (hard)	35	17.2%
Other (hard)	32	16.1%
Trail (hard)	10	4.9%
Driveway (soft)	9	4.3%
Trail (soft)	5	2.6%
Other (soft)	4	2.2%
Total hard coverage	**183**	**90.9%**
Total soft coverage	**18**	**9.1%**
Total coverage within plan area	**202**	**27.3%**

Water Quality

Water quality and clarity are the heart of Lake Tahoe's identity and appeal. The U.S. Environmental Protection Agency (EPA) designated Lake Tahoe as an Outstanding National Resource Water, meaning it receives the highest level of protection under the Clean Water Act.

Total Maximum Daily Load (TMDL)

Section 303(d) of the Clean Water Act lists Lake Tahoe as an impaired water due to excessive levels of nitrogen, phosphorus, and fine sediments. This designation requires the state to develop a Total Maximum Daily Load (TMDL) plan to determine necessary pollutant load reductions to accomplish California's Lake Tahoe transparency standard of roughly 97 feet over an estimated 65-year implementation period. In 2011, Lahontan Regional Water Quality Control Board (Lahontan) established load reduction targets to be reevaluated every five years to assess each jurisdiction's progress towards meeting these goals. Each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit is required to reduce the baseline pollutant load within their jurisdiction by the amounts shown in Table 5.

Table 4: Load Reduction Targets for Tahoe TMDL

Pollutant	5-Year Milestone (2016)	10-Year Milestone (2021)	15-Year Milestone (2026)	Transparency Standards (~65 years)
Fine Sediment Particle	10%	21%	34%	71%
Total Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Lake Tahoe Total Maximum Daily Load (November 2010)

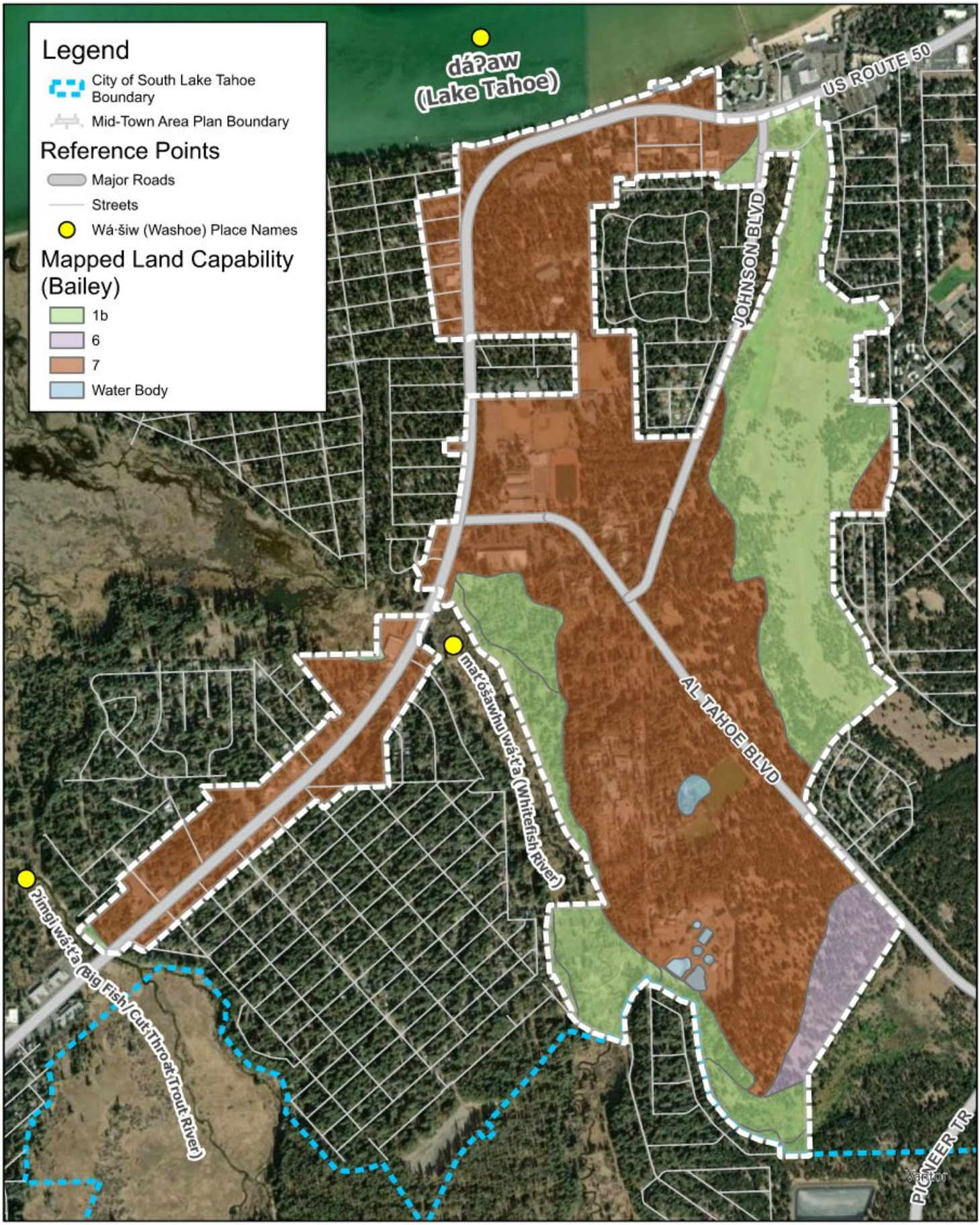


Figure 5: Mapped Land Capability (Bailey)

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

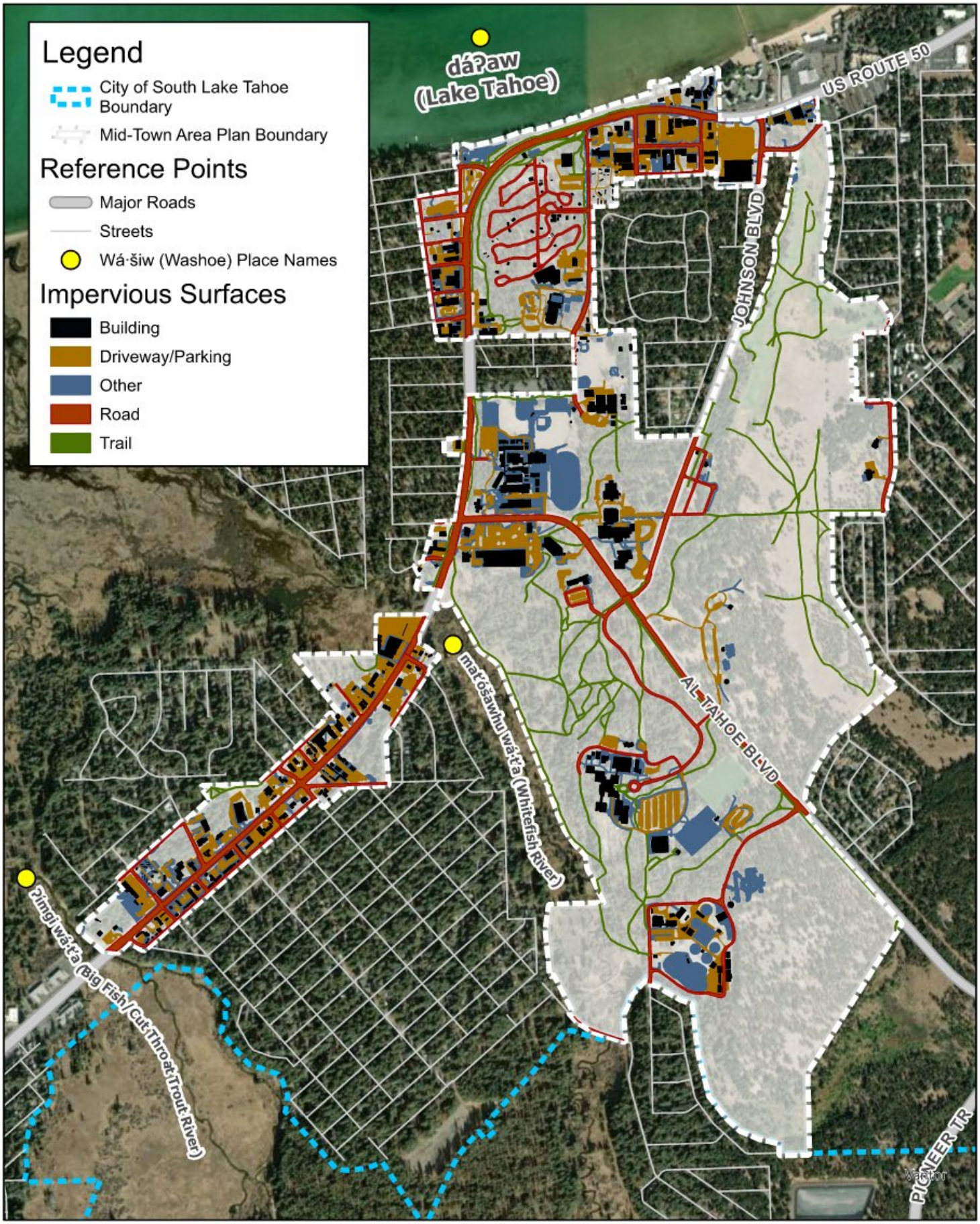


Figure 6: Land Coverage

City of South Lake Tahoe Mid-Town Area Plan

In 2016, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Update Report, which was subsequently incorporated into the City's NPDES permit. The City's load-reduction requirement under the NPDES permit through 2026 is shown in Table 5.

Table 5: CSLT 2026 Load Reduction Requirements

Parameter	Baseline Load (lbs./year)	Required Load Reduction (percent)	Required Load Reduction (lbs./year)	Allowable Load (lbs./year)
Fine Sediment Particles (mass)	476,677	34%	162,070	314,606
Fine sediment Particles (count)	2.38E+19	34%	1.58E+19	1. 57E+19
Total Phosphorous	2,020	21%	424	1,596
Total Nitrogen	8,034	19%	1,526	6,508

Source: Lahontan Lake Tahoe Municipal NPDEs Permit, Board Order R6T-2022-0046, NPCESA NO. CAG616001

The City completed development of a Pollutant Load Reduction Plan (PLRP), defining a pathway to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The PLRP identifies feasible and cost-effective actions to meet anticipated targets. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP, which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets as outlined in the City's NPDES permit. The PLRP was submitted to Lahontan in October 2021 and updated in September 2023 as required by the NPDES permit. The City is currently on track to reach the required credits.

Public Stormwater Infrastructure

Caltrans completed the *Trout Creek to Ski Run Boulevard* (2014) and *"Y" to Trout Creek* (2022) water quality improvement projects that equipped the length of Lake Tahoe Blvd. with stormwater conveyance treatment, treatment, and outlets. The Trout Creek to Ski Run Boulevard conveys stormwater runoff to an underground Delaware sand filter near River Dr., where it is treated and released into the Upper Truckee River. A second segment utilized open basins for collection and infiltration, with overflows discharging into Trout Creek and El Dorado Beach.

It is the City's responsibility to treat runoff from all other streets per the TMDL requirements listed above. Catch basins along Palmira Ave. connect to the *"Y" to Trout Creek* infrastructure and empty into the Upper Truckee River. The Harrison Avenue Streetscape Improvement project, as discussed in Chapter 7 achieved public and private stormwater improvements for Harrison Ave., Alameda Ave., Tallac Ave., San Francisco Ave., and Modesto Ave.

The City's parking facilities at 977 Modesto Ave. and the boat ramp parking lot both have best management practice (BMP) certifications from TRPA. No BMP certificates have been issued to parcels within the 56-acre site; however, BMPs shall be installed alongside the Recreation & Aquatics Center.

Best Management Practices: Private Stormwater Infrastructure

In addition to public stormwater infrastructure, TRPA requires individual properties and project areas within the Tahoe Basin to install BMPs to minimize erosion and infiltrate runoff from rainwater/snowmelt. BMP requirements are outlined in TRPA Code of Ordinances Chapter 60, which requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where site constraints are present, such as high groundwater. TRPA's Best Management Practices Handbook details methods and installation details.

Best Management Practices: Area-wide Stormwater Infrastructure

Adoption of the 2012 Regional Plan allowed private parcels to participate in area-wide stormwater treatments in lieu of onsite infiltration and treatment. These treatments may be proposed as part of an area plan and are generally constructed through private/public partnerships and are designed to accommodate private parcel runoff as well as rights-of-way. Such systems must demonstrate a greater-or-equal water quality benefit compared to parcel BMPs and meet other requirements outlined in Chapter 13 of TRPA's Code of Ordinances.

In 2014, the Harrison Ave area-wide system was completed, treating approximately 40 acres of both private and public land in the Al Tahoe area. Approximately 21.9 acres in the northeastern region of the plan area is treated in the Bijou Erosion Control Project. In 2023, TRPA adopted a set of changes to the Code of Ordinances known as the Phase 2 Housing Amendments. This amendment package allows affordable, moderate, and achievable housing developments to utilize coverage above 70%; however, runoff from the project area must be collected and treated by a stormwater system that is permitted by Lahontan Regional Water Quality Control Board and monitored for TMDL pollutant load reduction. See TRPA Code of Ordinances 30.4.2(B)(5).

Each new construction, redevelopment, or major remodel project requires BMP installation or maintenance where treatments exist. Property owners may opt to install BMPs independently of a permitted project through TRPA's retrofit program. There are 132 parcels (36.5%) within the plan area that have earned a BMP certificate by installing and maintaining BMPs; however, it should be assumed that not all these parcels have fully functioning BMPs. Many treatments, particularly underground galleries, are not regularly maintained.

Underground Sources of Potential Water Quality Concerns

There are 19 Leaking Underground Storage Tank (LUST) Sites within the plan area that have undergone remediation and been closed, and one open case. The open case (T10000021479) concerns potential diesel contamination of soil at the South Tahoe Public Utility District's main operation plant. The case was opened in November of 2023, and it is under investigation for site characterization, risk evaluation, and remediation considerations (State Water Resources Control Board, 2025). Such sites are regulated pursuant to Title 23 of the California Code of Regulations, Chapter 16, Article 11.

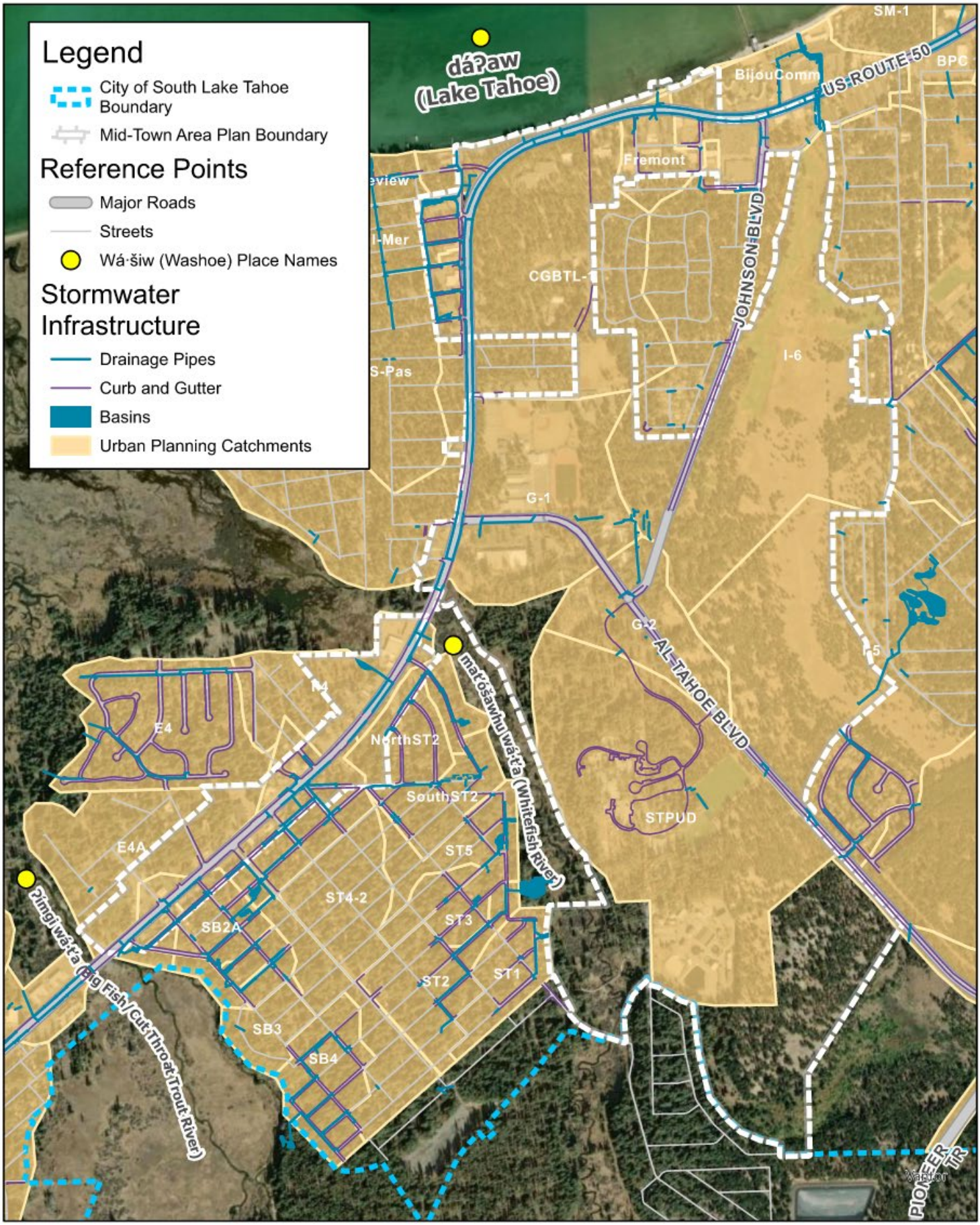


Figure 7: Existing Public Stormwater Infrastructure

City of South Lake Tahoe Mid-Town Area Plan

The South Tahoe Public Utility District's (STPUD) plant, pumps, and pipes pose a risk to water quality should human error, natural disaster, or worn infrastructure led to a spill or leak. STPUD is creating an infrastructure replacement program to identify and prioritize sections of system infrastructure for replacement. The identification of this program included it in the Capital Improvement Plan (CIP) budget (South Tahoe Public Utility District (STPUD), 2020).

The majority (88.8%) of the 241 sewer laterals within the plan area were installed in 1959. In 1950, 5 were installed; 13 in 1970; and 1 in 2011. There are 8 laterals for which the installation date is unknown. The lifespan of these improvements can range from 50 to 100 years, though many factors play a role, including material, root intrusion, external pressure, soil stability, soil chemical composition, corrosion, and water table fluctuation.

Source Water Considerations

There are fourteen (14) TRPA-designated "source water protection zones" that overlay the Mid Town area. Protection zones consist of a fixed 600-foot radius circle around wells that provide drinking water with five or more service connections. Possible contaminating activities may not be approved within these zones unless all findings of TRPA Code of Ordinances 60.3.3(D) are made.

Possible contaminating activities are defined in TRPA Code 60.3.3.B. and include the following uses.

Residential	Domestic animal raising
Commercial	Service stations, auto repair and service, business support services, laundries and dry-cleaning plant, repair services, batch plants, fuel and ice dealers, industrial services, recycling and scrap, storage yards, vehicle storage and parking, vehicle and freight terminals
Public Service	Airfields, landing strips, and heliports; collection stations, hospitals, local public health and safety facilities; regional public health and safety facilities; power generating, public utility centers, schools, transit stations and terminals
Recreation	Beach recreation, boat launching facilities, developed campgrounds, golf courses, marinas, recreational vehicle parks, rural sports
Resource Management	Timber stand improvement, grazing, range pasture management, runoff control
Shore zone	Construction equipment storage, seaplane operations, tour boat operations, water-oriented outdoor recreation concessions

Scenic Resources

Every four (4) years, TRPA assesses roadway and shoreline units for the quality of the travel experience and the quality of specific scenic resources viewed from those units. Factors that contribute to low ratings are dilapidated or abandoned buildings, excessive street parking, and a lack of vegetation that would lessen the visual impacts of large structures and the aforementioned features. Public and private investments can substantially improve a scenic unit's rating. Scenic resources within the plan area, as identified by TRPA, are discussed below, with comments from the 2023 Threshold Evaluation incorporated (Tahoe Regional Planning Agency, 2025).

Scenic Roadway Units

El Dorado Beach: Unit 34

Scenic Roadway Unit 34 has been in attainment since 1982. Improvements over the past 10 years include the installation of curbs, gutters, and sidewalks; redevelopment of older buildings consistent with design standards (including Tahoe Wellness Center and Hotel Azure); and improvements at Lakeview Commons (creation of Champions Plaza, reconstruction of parking areas, and relocation of restrooms). Specific Environmental Improvement Program (EIP) Projects that contributed include:

03.01.02.0006 - Lakeview Commons Phase 2 - El Dorado Beach Improvements
01.01.01.0098 - U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Blvd.
03.02.02.0008 - Harrison Avenue Streetscape Improvement & Bike Trail

Al Tahoe: Unit 35

While Unit 35 remains in non-attainment, TRPA's Threshold Evaluation reports have noted incremental improvements since 2011. These including curbs, gutters, and sidewalks; new road pavement; façade improvements; and redevelopment. Evaluations note the lack of screening for parking lots as an area of concern. EIP Project 01.01.01.0005, *U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek*, contributed positively to air quality, scenic resources, soil conservation, and water quality threshold categories.

Scenic Shoreline Units

Bijou: Unit 31

The Bijou scenic shoreline is in attainment and has been since threshold evaluations began in 1982. The only comment included in threshold evaluations relating specifically to the portion of Unit 31 within the Mid-Town plan area is regarding strong articulation of a single-family dwelling.

Al Tahoe: Unit 32

The Al Tahoe scenic shoreline is in attainment and has been since threshold evaluations began. The most recent evaluation (2023) reports satisfaction with revegetation at El Dorado Beach; however, screening of kayak storage is lacking. In 2011, Lakeview Commons Phase 2 - El Dorado Beach Improvements (EIP 03.01.02.0006) increased the overall rating.

Shorezone Tolerance Districts

To avoid foreshore and nearshore structures from conflicting with scenic threshold attainment, TRPA's 1973 Shorezone Plan identified shorezone tolerance districts around Lake Tahoe, Fallen Leaf Lake, and Cascade Lake. Each district was analyzed for topography, erosion concerns, and the capacity of structures.

The Mid-Town Area Plan contains approximately half of Shorezone Tolerance District 4, the nature of which is described in TRPA Code 83.9.1A. Additional development standards are included for parcels in Tolerance District 4.

Art, Cultural, and Historic Resources

Built Environment

The California Office of Historic Preservation tracks structures that have possible historic significance through the Built Environment Resource Directory (BERD). BERD identifies five (5) structures within the plan area that have been nominated to the National Register of Historic Places, though none were accepted. These include Sno-Flake Drive-In, Lake Forest Wedding Chapel, campground caretaker's cabin and garage, and the water tower at 1100 Rufus Allen Blvd (California Office of Historic Preservation). These locations have not yet been evaluated for the California Register or local listings.

While BERD provides information based on the Office of Historic Preservation's (OHP) inventory, it is not a complete list of historically significant resources. A resource's failure to be identified in BERD does not mean it is not significant.

Tribal Cultural Resources

Nearly all plant and animal species native to the Tahoe Basin, the greater Sierra Nevada Mountain Range, and surrounding foothills are of significance to the people of the Washoe Tribe. These resources were integral to supporting early ways of life by providing basic needs such as shelter, sustenance, and medicine (Makley, 2018). While lifestyles have changed, native plants and animals remain important in Washoe culture, enabling the preservation and transmission of traditional knowledge and skills.

Recreation and Open Space

The Mid-Town Area Plan contains many of the City's best recreation assets. There are further opportunities for seasonal and year-round activities to promote community connectivity and mental and physical health.

Bijou Community Park

Bijou Community Park is the largest municipal park in the City, containing a disc golf course, mountain bike/BMX park, dog park, dog agility course, playground, sand volleyball courts, skatepark, two gazebos with barbecue pits, a historic railroad exhibit, and restrooms. All park facilities are free to use; however, the restrooms are closed during the winter months when park use significantly decreases. The park was constructed in 1992 and has continuously undergone improvements. The bike park was added in 2015 through a partnership between the City of South Lake Tahoe, Tahoe Area Mountain Biking Association (TAMBA), and South Lake Tahoe BMX. The bike park is largely maintained by TAMBA staff and community volunteers at their "Tune-Up Tuesday" gatherings. In the summer of 2025, the street section of the skate park was resurfaced with new features and connected to the transition section.

Bijou Park is highly utilized by individuals and for City and private events. Both gazebos are available to rent for group gatherings. The disc golf course hosts annual tournaments. The South Tahoe Disc Golf Association maintains and promotes the course for such events. The bike park and skate park may also be rented for single- or multiday events. The City hosts a summer movie series at Bijou as well as the annual Multicultural Celebration to celebrate diversity through art, music, food, and entertainment.

Bijou Golf Course

The golf course was opened in 1920 as a private course. In November 1983, the City purchased the Bijou Meadow and Golf Course. The 9-hole course maintains its original configuration. The City rents a neighboring parcel containing the clubhouse and parking lot. The clubhouse contains a pro shop, rental equipment, and a snack bar, but lacks permanent restrooms. The course is generally open from mid-May through the first snowfall, with limited hours after Labor Day. A fee is required to play.

Campground by the Lake

The campground opened on June 26, 1979, and was reconfigured to accommodate the City's Recreation & Aquatics Center. Amenities include campfire rings, picnic tables, shared water spigots, coin-operated showers, a dump station, and WIFI service. Weekends in the summer months are regularly fully booked, as are most weekdays.

Lakeview Commons and El Dorado Beach

El Dorado Beach at Lakeview Commons was dedicated on June 20, 2012. This project was a partnership between the City of South Lake Tahoe, El Dorado County, and the California Tahoe Conservancy, largely funded by the 2006 Parks and Water Bond Act. Amenities include a bike trail; an ADA beach access path; a boat launch and floating dock; kayak concessions; picnic area with tables and barbecues; turf area; restrooms; food concessions; and a swim area protected by ropes and buoys. Parking is available to the public, as well as one lot specifically for vehicles with boat trailers.

The area is extremely popular among picnickers, slackliners, kayakers and paddleboarders, and swimmers. Thursday nights throughout the summer are especially busy when the Live at Lakeview Summer Music Series occurs.

Recreation & Aquatics Center

In 2023, construction of the City's new Recreation & Aquatics Center began. in the project was completed in 2026, provide the greater south shore with a plethora of arts, fitness, and community programs.

Lake Tahoe Community College Nordic Center

Lake Tahoe Community College features over 4 miles of Nordic cross-country ski trails. In the non-winter months, the track is utilized by hikers. Spanning the campus and City property are the Community Play Fields, made possible by Lake Tahoe Community College District and the City of through the Community Play Consortium (CPC) Joint Power Authority. One synthetic turf field and two grass fields are available for youth programs, youth leagues, LTCC students, and tournaments, training camps, special events, and fundraisers.

South Tahoe Middle School

South Tahoe Middle School contains tennis courts, baseball fields, a track, and a football field. Facilities are used for both school and community activities.

Safety and Noise

Citywide hazard identification and risk assessment was completed in the City of South Lake Tahoe Local Hazard Mitigation Plan 2022 Update. The significance summary from this assessment is included below.

Table 6: City of South Lake Tahoe Hazard Significance Summary
(Table 4-2 of LHMP)

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	Medium
Landslide and Debris Flows: Soil Hazards	Limited	Highly Likely	Limited	Medium
Severe Weather: Heavy Rain/Thunderstorms/Hail/ Lightning/ 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

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

Overall Significance

Low: minimal potential impact
Medium: moderate potential impact
High: widespread potential impact

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

Noise

As more mixed-use developments are built, noise conflicts between commercial and residential uses may occur more frequently. Much of the plan area is along Lake Tahoe Blvd., where residential developments may be affected by transportation-related noise pollution.

Portions of the plan area are overlaid by noise contour bands as identified in the Airport Land Use Compatibility Plan (ALUCP). Certain uses within these overlays are prohibited or require additional conditions of approval to mitigate noise interference and ensure safety and quality of life. These requirements are discussed further in *Chapter 4, Land Use and Community Design,* and Table 4-1, *Noise Compatibility Criteria*, of the ALUCP.

Special events with amplified sound are reviewed individually or as an event series according to SLTCC 6.55.230 or against specific permit conditions when within a special event area. Events are reviewed to ensure that amplified sound hours do not cause significant disturbances to neighboring uses. In some cases, mitigation measures are placed on an event to lessen noise impacts.

Maximum community noise equivalent levels (CNEL) for the plan area are included in Table 7. TRPA Code Chapter 68 and the South Lake Tahoe General Plan Health and Safety Element provide further information regarding measuring levels for specific noise sources.

Table 7: Community Noise Equivalent Level

District/ Overlay	Sierra Tahoe Business	Harrison/ Sandy	Al Tahoe Center	Public Service	LTCC	Bijou Rec.	US Hwy 50 (overlay)	Shorezone (overlay)
CNEL	60	60	60	55	55	55	65*	55

*This standard overrides the district CNEL levels for areas within 300 feet of US Hwy 50.

1.5 Project Objectives/Purpose and Need

The purpose of the Mid-Town Area Plan is to create a cohesive guiding document for the City's central services and commercial zones that are not already within an area plan. As discussed previously, the existing Bijou/Al Tahoe Community Plan and PAS are nearly 40 years old and do not reflect the community's current priorities. The City of South Lake Tahoe, TRPA, and State of California have developed new goals, policies, and legislation that Community Plan and PAS are not in alignment with. The Mid-Town Area Plan is being developed to comply with California law, TRPA Regional Plan and Code of Ordinances, the City's General Plan Housing Element, and City strategic goals.

The goal of the Mid-Town Area Plan is to foster a more defined sense of place in central South Lake Tahoe to improve the lives of residents and the experiences of visitors. The abundance of recreation opportunities is a major draw for people to visit and reside in the Tahoe Basin. The Area Plan will leverage the recently completed 56-Acres Master Plan and existing and proposed infrastructure to provide year-round recreation opportunities for people of all ages, incomes, and abilities.

In addition to the current recreation hubs within the plan area, there are three (3) TRPA-designated Town Centers which contain shopping, dining, and resident-serving uses, such as gyms, postal offices, healthcare providers, and government offices. However, the area currently lacks the interconnectedness of a true Town Center, where higher residential densities complement the mix of commercial uses. The Area Plan will expand the Town Center boundary to include already developed areas to encourage mixed-income housing and redevelopment. Town Center services and facilities will be supported not only by surrounding residential neighborhoods, but also by the introduction of mixed-use development.

The expanded Town Center will include the Lake Tahoe Community College (LTCC) project area. Though not incorporated until now, this area has consistently been recognized as having the qualities of a formal Town Center. One of the City's largest transit hubs is located at LTCC, and it is recognized by the City's General Plan as a citywide social center. The area hosts numerous events throughout the year, such as fundraisers, community events, and sports tournaments. Some of LTCC's most in-demand courses serve the community at large rather than only degree-seeking students. Under the Bijou/Al Tahoe Community Plan, LTCC was allowed an exception for additional height.

A significant portion of the Town Center expansion consists of the Tahoe Sierra Business District, which is currently under the Sierra Tract Commercial PAS. This area is heavily developed, with most parcels containing legal nonconforming excess coverage. The incorporation of this area is anticipated to drive redevelopment, creating opportunities to mitigate excess coverage and install water quality treatments. New developments are generally the largest contributors to increasing scenic ratings. The Mid-Town Area Plan and its redevelopment incentives are anticipated to further the quality of both the built and natural environments.

Development of the Mid-Town Area Plan provides an opportunity to bring the 56-Acre Master Plan back into the public eye for fine-tuning and further visioning of the area surrounding the Recreation & Aquatics Center. The City began construction of the Recreation & Aquatics Center in 2023, the

year before development of the Mid-Town Area Plan began. The community vision for the Recreation & Aquatics Center was the driving force behind the 56-Acre Master Plan, which identified a preferred concept for the parcels within the site. The Master Plan drove the adjustment of parcel lines within the site to accommodate further City development, the designation of a right-of-way easement for a main street, and an agreement between the City of South Lake Tahoe and El Dorado County outlining timeframes and development authority. The future uses of this site are key in envisioning how the surrounding area should be guided.

At a public hearing on September 10, 2024, the South Lake Tahoe City Council identified the following priority topics for the Area Plan to address.

- Incorporate an arts district; emphasize the area as an arts and culture center
- Implement policy and design standards that support all housing types
- Consider the unique needs of the many public service agencies within the plan area and how to concentrate services for efficiency
- Identify enhancements and gaps to work towards a safe and interconnected active transportation network
- Explore community demand/desire for enhancements to recreation assets
- Develop an implementation chapter that provides incentives and pathways for both private and public entities to achieve the plan goals

Objectives of the Area Plan are captured in the following Guiding Principles, meant to ensure the Mid-Town Area Plan Vision Statement is considered and consistent with all policies and standards contained within the plan.

Recreation and Open Space

Enhance existing recreation uses to support the health and well-being of individuals and the community by providing safe and well-maintained parks, day-use areas, event venues, and open spaces.

Curate recreation spaces that accommodate those of differing abilities and ages.

Built Environment

Ensure that new developments recognize the importance of third places and that mixed-use developments anticipate the needs of future tenants.

Create a built environment that complements and preserves open space, natural resources, and natural features through sustainable building practices and water quality treatments.

Transportation

Address gaps in creating a safe and interconnected active transportation network, with an emphasis to increase safety for students and youth traveling between South Tahoe Middle School, Boys and Girls Club, playing fields, Bijou Park, and residences.

Continue to explore mitigation measures for congested areas and bike/scooter/pedestrian conflicts.

Arts and Culture

Appreciate and recognize all aspects and individuals of our community through art that inspires critical thinking, creativity, connection, and community.

Land Use

Encourage greater residential densities and mixed-use developments that in turn support affordable housing, local business growth, walkability, and community cohesion.

Maintain the area's small-town charm while encouraging redevelopment of vacant and underused sites.

Allow for a range of complementary uses and help reduce commercial vacancy.

1.6 Document Organization

This IS/IEC follows the standard content for environmental documents under CEQA and the TRPA Code of Ordinances and Rules of Procedure. An EIR/EIS was determined to be unnecessary because there are no potentially significant environmental effects associated with the proposed Area Plan. This IS/IEC is a full disclosure document, describing the plan and its environmental effects in sufficient detail to aid decision-making Chapter 5 contains a summary of the environmental effects. No areas of necessary mitigation measures are identified; however, mitigation measures included in broader project documents (CSLT General Plan and TRPA Regional Plan Update) are applicable and incorporated as part of the project. They will not be readopted.

1.7 Public Involvement

The first phase of outreach was conducted from August through November 2024, with staff collecting feedback to identify the community's top concerns and desires for the area. In September, City staff attended four (4) community events (Lake Tahoe Collaborative; Lake Tahoe Community College Coyote Kickoff and Fall Orientation; Multicultural Celebration; and State of the City). At these events staff discussed the importance and purpose of area plans; answered questions about the plan; and signed up community members for notifications of participation opportunities or public hearings related to the plan. Also in September, the City Council held high-level discussions to identify overarching priorities to inform staff and consultants in leading outreach efforts. Other public hearings included presentations to the Parks and Recreation Commission (August 21, 2024) on Bijou Community Park and Golf Couse programming and to the Arts, Culture, and Tourism Commission (November 12, 2024) regarding topics and goals for an arts district. City staff and project consultants held a total of approximately 15 focus group meetings with transportation advocates, business owners, property owners, government and quasi-government partners, community organizations, and developers. These meetings reached approximately 80 individuals and included two multi-day work sessions where participants engaged in hands-on activities to explore different development patterns for specific areas. On average, 57% of those invited to these meetings participated.

Four (4) open houses were held: September 25, October 2, November 13, and December 10 of 2024. The first two open houses were to provide the public with a baseline understanding of what area plans are, share information on the existing conditions such as zoning and usage, and to collect feedback on concerns and priorities that staff could use to begin building a community vision of what the Mid-

town area should become. All materials and presentations for the October open house were in Spanish. The November 13 open house focused on goals, strategies, and implementation tools. This was participants' opportunity to let staff and consultants know if the feedback shared at previous open houses and meetings were accurately received and represented. Participants indicated if they supported, opposed, or were neutral on the proposed goals and strategies.

The City also participated in two adjacent efforts (not led by City staff or consultants) that brought further insight. This included participation in the Tahoe Chamber's South Shore Business Walk where City staff and other Tahoe Chamber representatives conducted door-to-door outreach to local businesses. Survey questions were presented and discussed to gauge the health and needs of businesses and business owners. The City also participated in the National Association of Realtors' Transforming Neighborhoods Program. The South Tahoe Association of Realtors was awarded this professional assistance and chose to focus the process on the Mid-Town efforts. The Counselors of Real Estate Consulting Corps conducted an onsite assessment of the area and met with stakeholders independently of the City's outreach process. A report of analysis and recommendations for economic development and redevelopment strategies was provided to the City following this process.

Phase two outreach occurred in the summer of 2025, with draft concepts presented at a community open house (April 8, 2025) as well as to the City of South Lake Tahoe Planning Commission, the Tahoe Regional Planning Agency's Regional Plan Committee, and the South Lake Tahoe City Council.

The public will have 30 days, beginning on July 20, 2026, to review and provide comments on the draft IS/ND. Further comments may be made on August 20, 2026, at the Planning Commission public hearing when the Mid-Town Area Plan will be considered for recommendation to the City Council.

1.8 Relationship to Land Use Plans, Policies and Regulations

The Mid-Town Area Plan falls under the jurisdiction of the City of South Lake Tahoe and the Tahoe Regional Planning Agency (TRPA). Federal and State agencies exercise varying levels of control concerning specific parcels or resources. In some cases, TRPA and State regulations conflict. In such cases, the City must first adhere to TRPA regulations. This section identifies each agency's responsibility relative to the proposed Area Plan. Also identified are the plans and policies with which the Area Plan must comply.

Federal - Environmental Protection Agency

The US Environmental Protection Agency (EPA) has designated Lake Tahoe an Outstanding National Resource Water (ONRW). ONRWs are provided the highest level of protection under EPA's Antidegradation Policy. This allows limited activities that result in temporary and short-term changes to water quality, but such changes should not adversely affect existing uses or alter the essential character or special uses for which the water was designated on ONRW. Although the Area Plan does not require approval from EPA, the incentives related to coverage are dependent upon EPA certifying TRPA's updated Water Quality Management Plan for the Tahoe Region (208 Plan). The Updated 208 Plan was certified on June 19, 2013.

State of California

California Government Code Section 65450 et seq. allows local jurisdictions with compliant general plans to prepare specific plans when directed to do so by the legislative body. The specific plan itself does not require State approval; however, several State agencies play a role in development decisions within the City of South Lake Tahoe and greater Tahoe Basin. Staff from such agencies review the proposed Area Plan for consistency with their goals and policies.

California Tahoe Conservancy

The California Tahoe Conservancy (CTC) was established in 1984 to protect, restore, and enhance the natural environment of Lake Tahoe. The CTC acquires sensitive lands that have been developed and restores them through removal of development, soil decompaction, soil stabilization, and revegetation of native species. Parcels are maintained to reduce wildfire risk and adapt to changing climate conditions. Select CTC parcels provide public access to beaches, hiking areas, and other recreation opportunities throughout the Basin. Acquisition of sensitive lands allows the CTC to play a role in private development through a land bank of development rights, coverage, and restoration credits obtained through restoration of the parcels. The CTC has provided funding for multiple City transportation and stormwater improvements.

CTC has developed and initiated implementation of several programs involving acquisitions, site improvements, and land management activities, and involving direct activities as well as grants, which require capital funding. Program areas include:

- Water Quality and Watersheds
- Forest Habitat Enhancement
- Recreation and Public Access
- Land Management and Acquisition
- Coverage and Marketable Rights
- Climate Change and Sustainability

There are four (4) parcels within the plan area owned by CTC, totaling 2.02 acres. CTC removed development on these parcels and has restored them to open space with restoration and recreation enhancements such as stabilization, beach access, and bike paths.

California Department of Transportation (Caltrans)

Caltrans is responsible for planning, designing, constructing, and maintaining all state highways. The jurisdictional interest of Caltrans extends to improvements to roadways on the state highway system (including roadways designated as U.S. highways). Any federally funded transportation improvements would be subject to review by Caltrans staff and the California Transportation Commission, either on or off of the state highway system.

South Lake Tahoe's primary arterial rode is U.S. Highway 50, also known as Lake Tahoe Boulevard. All maintenance, snow removal, and other activities to U.S. Highway 50/ Lake Tahoe Boulevard are the responsibility of Caltrans.

Lahontan Regional Water Quality Control Board

Lahontan Regional Water Quality Control Board (Lahontan) is responsible for managing water quality and related activities of local jurisdictions on the California-side of the Lake Tahoe Basin. Lahontan establishes water quality standards, subject to the approval of the State Water Quality Control Board. Water quality standards are met through the issuance of waste discharge permits and through monitoring by local jurisdictions to demonstrate compliance. Among other activities, Lahontan actively enforces attainment of standards and has broader enforcement power than TRPA.

Any party responsible for construction activity over one acre must obtain a National Pollution Discharge Elimination System Permit (NPDES Permit) from Lahontan to eliminate or reduce pollutants in stormwater discharged to surface waters, which include riparian zones, from areas of construction activity.

Lahontan is also responsible for incorporating the Lake Tahoe Daily Maximum (TMDL) pollutant load reduction targets into the NPDES permit for California municipalities in the Tahoe Basin. This permit regulates stormwater discharge from the City's stormwater management infrastructure and Federal rules require the City to implement programs to control pollutant runoff.

California Trustee Agencies

State agencies with trustee responsibility in the Mid-Town region include California Division of Forestry (tree removal and forest resource concerns), State Office of Historic Preservation (cultural resources), California Department of Fish and Wildlife (wildlife resources), and State Lands Commission with regard to state-owned "sovereign" lands such as the bed of Lake Tahoe.

Regional

The Tahoe Regional Planning Agency (TRPA) is the Tahoe Basin's bi-state environmental planning agency. The organization's purpose is to establish Environmental Threshold Carrying Capacities (threshold standards) and develop attainment methods to maintain Lake Tahoe's clarity and guide orderly growth and development in the Tahoe Basin. TRPA's primary guiding document is the Regional Plan, executed through the TRPA Code of Ordinances. TRPA also serves as the Tahoe region's federally designated metropolitan planning organization (MPO), tasked with carrying out transportation planning.

TRPA's Regional Plan was adopted in 1986. The plan guides development in the Tahoe Basin in a manner to achieve and maintain its established threshold standards. In addition to goals and policies, the plan directs land use in the basin through plan area statements, as referenced throughout this document. Plan area statements and districts within community plans or area plans are associated with a land use classification. The Mid-Town region is comprised primarily of the mixed-use and recreation land uses designations (Table 9).

Table 8: Regional Plan Conceptual Regional Land Uses

Regional Plan Conceptual Land Use	Area (acres)	Percent of Plan Area
Mixed-Use	384	51.8%
Recreation	299	40.3%
Conservation	56	7.5%
Residential	3	0.4%

Backcountry	0	0%
Resort Recreation	0	0%
Wilderness	0	0%
Tourist	0	0%

The Regional Plan's Conceptual Regional Land Use map identifies three locales within Mid-Town as Town Center districts. Upon adoption of this Plan, the Town Center shall be expanded to include all eligible parcels not identified as stream restoration areas. The parcels consisting of Bijou Community Park, Bijou Golf Course, and Meadow are Recreation. Several parcels bordering Trout Creek are identified as priority areas for stream restoration. These classifications, as defined in the Regional Plan, are included below.

Town Center	Town Centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the Region.
Mixed-Use	Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.
Recreation	Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.
Stream Restoration	Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior or existing development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration. Includes APNs 025-010-069, 026-221-029, 031-103-002, 031-103-013, 026-231-011, 026-231-012, and 026-231-017.

The 2012 update of TRPA's Regional Plan allows and encourages local jurisdictions to adopt area plans to replace dated guiding documents and realize the community's current goals and visions. Chapter 13 of the TRPA Code of Ordinances identifies the relationship between adopted area plans, the Regional Plan, and the TRPA Code. An area plan may propose alternative standards to the TRPA Code, so long as they comply with the Regional Plan's goals and policies to meet and maintain environmental thresholds. Once adopted, an area plan is considered a component of the Regional Plan.

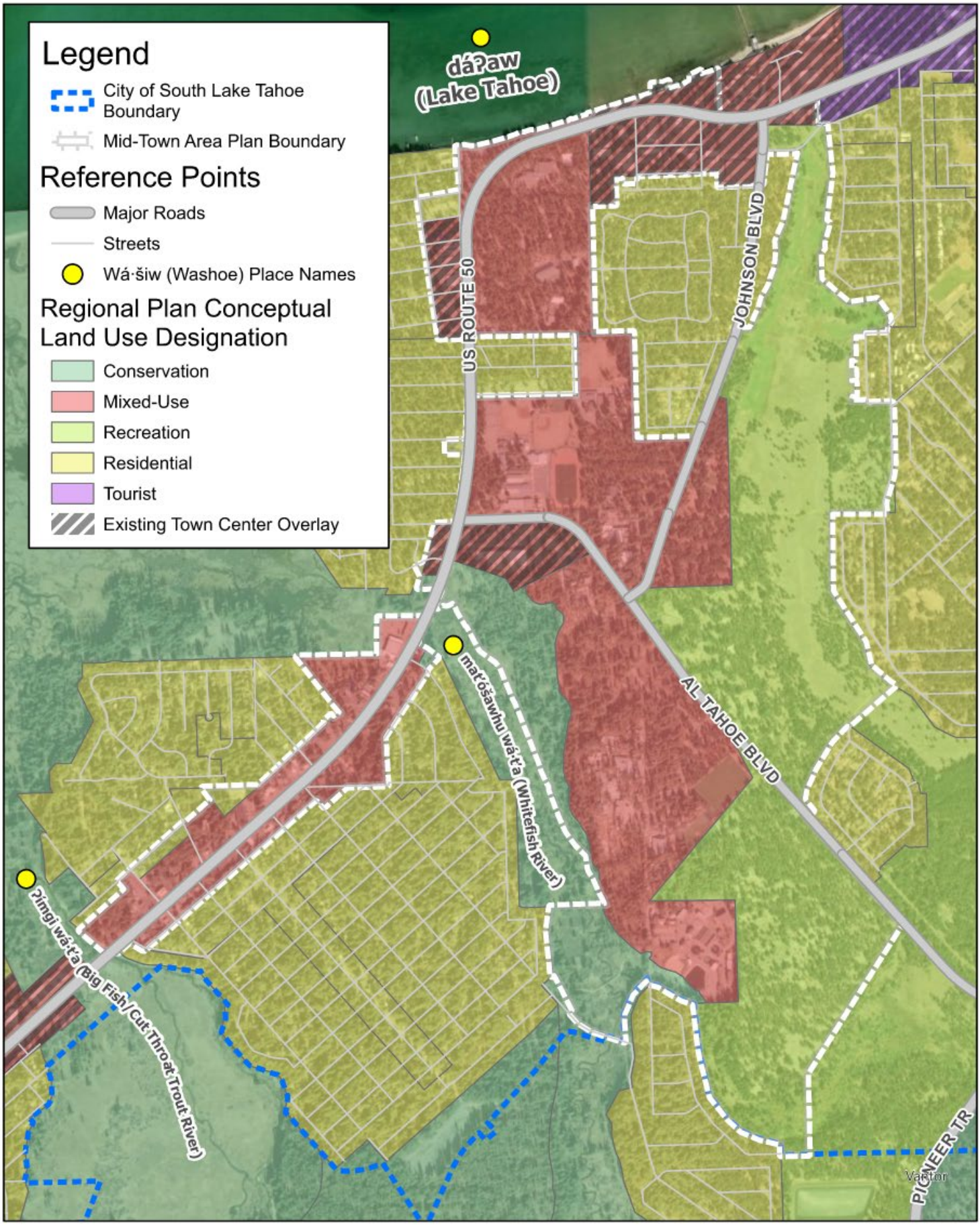


Figure 8: Regional Plan Conceptual Land Use and Town Center

City of South Lake Tahoe Mid-Town Area Plan

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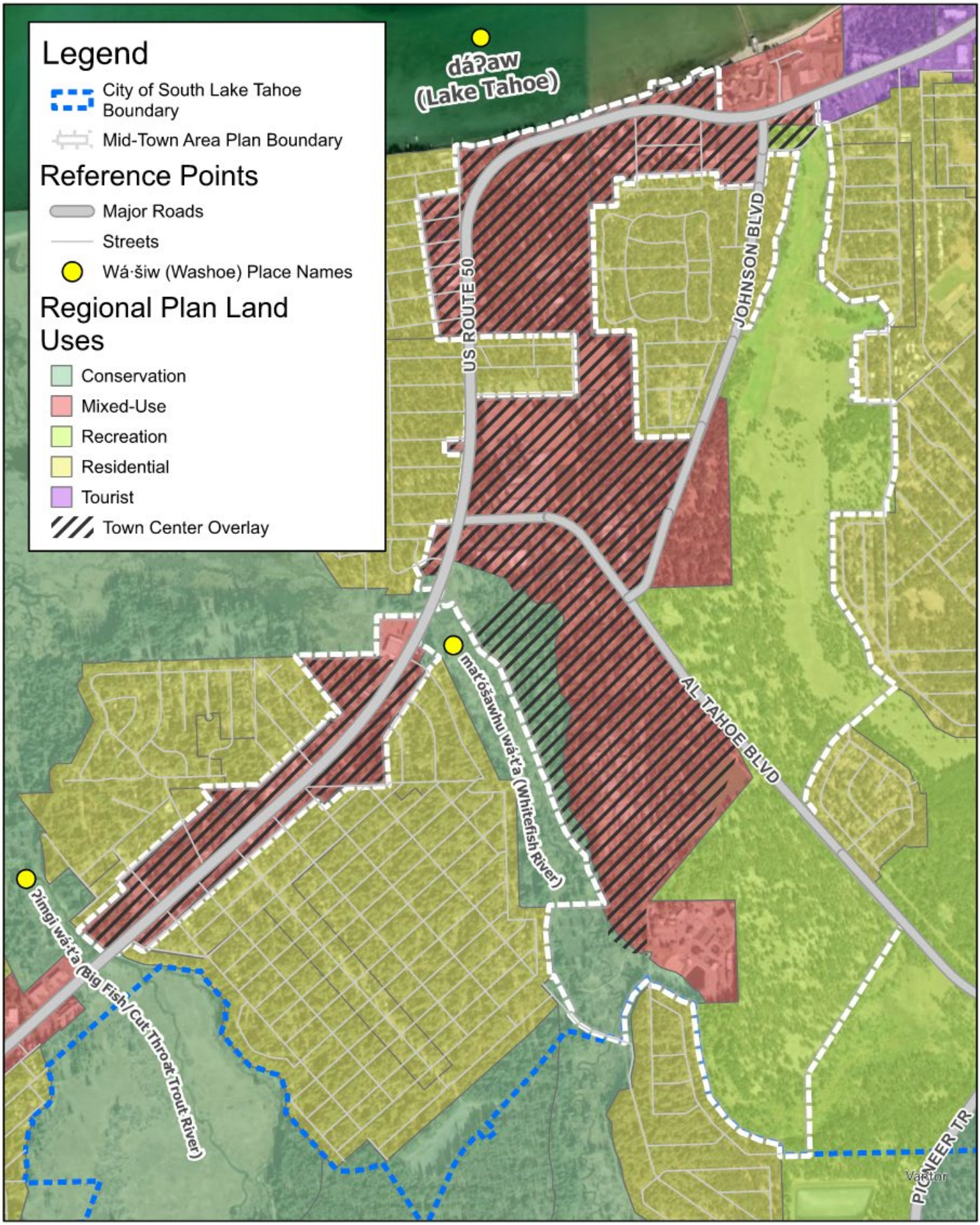


Figure 9: Regional Plan Conceptual Land Use and Town Center (amended)

City of South Lake Tahoe Mid-Town Area Plan

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. Priorities of the updated Regional Plan that apply to this Area Plan include:

- Accelerating water quality restoration and other threshold gains by supporting environmental redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting by local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to the more regional role the Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.
- Encouraging property owners to transfer development rights from sensitive or outlying areas to Town Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to the environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gain.
- Integrating with the Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP that achieve erosion control on roadways and restore forests and wetlands.

City of South Lake Tahoe

The City of South Lake Tahoe is the only incorporated city within the Lake Tahoe Region. The City implements its regulatory authority through the General Plan and City Code. The City's 1999 General Plan adopted TRPA's Plan Area Statements (PAS) to replace its previous local zoning. In the City's 2011 General Plan update, the City adopted new land use designations for PASs located within the City's jurisdiction but retained the PASs and Community Plans as its zoning system. PASs remain in effect until superseded by an Area Plan.

The City of South Lake Tahoe's 2011 General Plan identifies four (4) different land use categories within Mid-Town. These various categories reflect the areas' variability and ability to support the surrounding residential uses. It is the goal of this Plan to create and enhance the identifying characteristics of these areas, while maintaining a cohesive, community-oriented atmosphere.

The General Plan identifies three (3) citywide social centers (Lake Tahoe Community College; social service and public safety offices of the City of South Lake Tahoe and El Dorado County at the intersection of Johnson Blvd. and Al Tahoe Blvd; and the 56-Acres project area) and one neighborhood gathering place (Lakeview Commons and El Dorado Beach) within the plan area.

Neighborhood Center	This designation provides for commercial, and tourist uses supported by high-density residential. This use supports horizontal and vertical mixed-use developments. This designation is applied to areas that are currently developed with commercial and/or tourist uses, areas of existing excess land coverage, and areas that are near commercial, employment, transit, and public services.
Town Center	This designation provides for a mixture of uses including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services.
Special District	This designation provides for unique land uses that require flexibility or special considerations. This includes public facilities, industrial uses, and transportation uses (i.e., airport). Special districts within the Mid-Town plan area include the Lake Tahoe Community College campus, South Tahoe Middle School and Lake Tahoe Unified School District offices, South Tahoe Public Utility District, Happy Homestead Cemetery, and social service and public safety offices of the City of South Lake Tahoe and El Dorado County.
Recreation	This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing or proposed outdoor recreation and areas without overriding environmental constraints.

Table 9: General Plan Land Uses

Land Use Designation	Area (acres)	Percent of Plan Area
Recreation	352	47.5%
Special District	214	28.9%
Conservation	56	7.5%
Town Center	55	7.5%
Neighborhood Center	53	7.2%
High Density Residential	6	0.9%
Mixed-Use	3	0.5%
Low Density Residential	1	0.1%
Tourist	0	0.0%

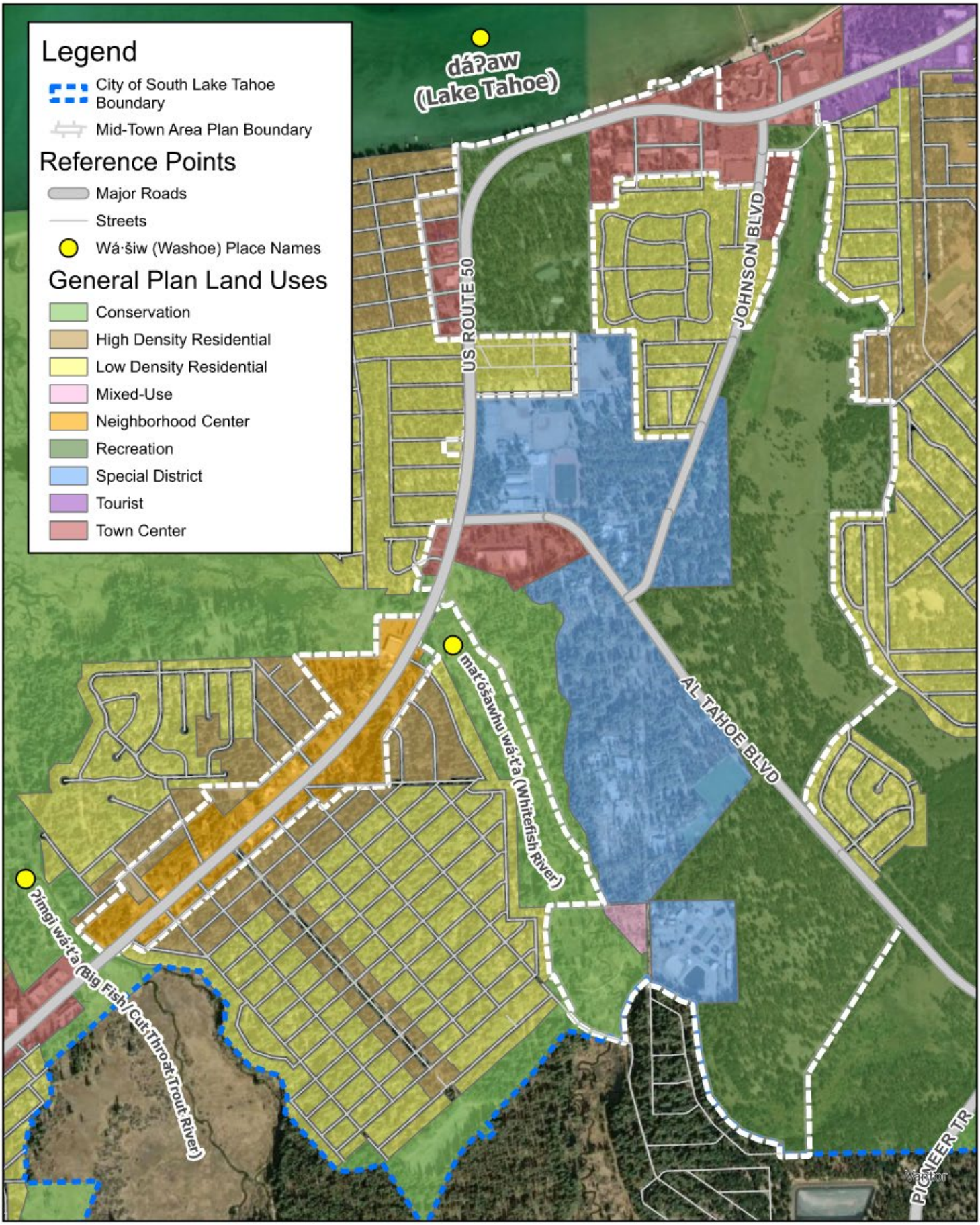


Figure 10: General Plan Land Uses

City of South Lake Tahoe Mid-Town Area Plan

2.0 Project Description

The proposed project is a new area plan that will replace the Bijou Al Tahoe Community Plan and the Sierra Tract Commercial Plan Area Statement (PAS) in their entirety. A significant portion of the Bijou Meadows PAS will be replaced by the Mid-Town Area Plan. Additionally, selected parcels from the Al Tahoe PAS and Highland Woods PAS have been incorporated to eliminate split zoning and incorporate public service uses within the plan area. The Mid-Town Area Plan (Area Plan) serves as a mutual plan for the City and TRPA by providing directions for how the area should be regulated to achieve regional environmental and land use objectives. The Area Plan will support the 56-Acres Master Plan by further identifying community goals for the space and incentivizing redevelopment, especially mixed-use projects with residential components to create a vibrant and walkable downtown environment.

The Area Plan will include approximately 780 acres on the south shore of Lake Tahoe, in central South Lake Tahoe. The Town Center overlay previously included 65 acres, to which the Mid-Town Area Plan proposes a 339-acre expansion consistent with the findings in TRPA Code of Ordinances 13.5.3.G. The major changes proposed by the Mid-Town Area Plan are associated with this expansion, as parcels within the Town Center overlay may have more flexible design standards, including height, coverage, and density. Other special designations that overlay parcels within the plan include a stream restoration plan area and Shorezone Tolerance District 4.

The Area Plan establishes goals, policies, and design standards to transform the Mid-Town area into a recreation, arts, and culture hub. Key elements include expansion of the Town Cener as discussed above and implementation strategies or “next steps” to guide the City in achieving goals in a timely manner. Specific policy and design standards changes are summarized below, including district specific tables that include standards for locations inside and out of the Town Center.

Expansion of Uses

The Mid-Town Area Plan expands allowed uses in both commercial and residential categories throughout the area; however, tourist accommodations remain allowed only where they were allowed under previous planning documents. The most significant change is allowing multifamily dwellings by right in all districts except the Bijou Recreation District where a special use permit (SUP) will be required. Nursing and personal care and residential care facilities are allowed in all commercial districts. To promote the construction of residential uses, new single-family dwellings are required to be part of a condominium development that complies with the density requirements of multifamily dwellings.

A full list of changes to permissible uses can be found in Appendix A.

Residential Density

On all parcels within the Town Center, the maximum density for multifamily residential uses, including single-family condominium developments, is 65 units per acre. This number is the density adopted by the City of South Lake Tahoe, which only applies to the extent it is lower than the maximum densities as set by the TRPA Code of Ordinances Table 13.5.3-1. Maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 supersede those listed here. The maximum density per

TRPA Code of Ordinances Table 13.5.3-1 shall be applied, including subsequent amendments to increase density. Currently, TRPA's maximum multifamily density for parcels within Town Centers is 25 units per acre. A minimum density of 2 units per acre is proposed for districts where such developments are most likely to be built by a public agency or institution, such as student or employee housing (Public Service Center and Lake Tahoe Community College). The minimum residential density for commercial districts is either 6 or 8 units, depending on the average parcel size and the maximum allowed height within the district. Under previous planning documents, the maximum density for multifamily dwellings was 15 units per acre, limited to select locations.

The maximum density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1, Maximum Densities, and as subsequently amended for all districts, except for the Bijou Recreation District, for which lower densities are allowed for unique conditions. Density in the Bijou Recreation District is limited due to the current capacity of the wastewater infrastructure. Upon replacement of this system, the standards in the TRPA Code of Ordinances Table 31.3.2-1 shall apply. Multifamily dwellings are allowed at 2-4 units per acre. Nursing and personal care and residential care facilities are allowed at 2-10 units per acre.

Design Standards

The Area Plan proposes site and building design standards to maximize functionality, accessibility, aesthetics, and sustainability. Overall, the design standards implemented by the Mid-Town Area Plan are consistent with Citywide design standards as previously contemplated by the City and TRPA. The standards are based on community input and the desire to maintain a mountain town in harmony with its natural surroundings. Colors and materials are required to be earth tones consistent with TRPA Design Review Guidelines and Colors of the Lake Tahoe Landscape. A variety of materials shall be used to visually separate a building's base, middle, and top and provide interest through differing textures, especially at a pedestrian level.

Building heights in all parcels within the plan area were previously dictated by the TRPA Code of Ordinances Table 37.4.1-1. The Mid-Town Area Plan proposes a range of heights to increase development potential while maintaining compatibility with neighboring uses. The proposed heights for each district are included below under Mid-Town Area Plan Districts. Increased height is paired with a shallower roof pitch requirement to facilitate accessible roof areas (patios, dining, etc.); rooftop utilities/mechanical equipment and covered parking structures; to reduce the conditioned space and energy/construction costs of large structures, and maximize livable space within height restrictions.

To avoid large or imposing structures, massing standards are included to guide building form with identifiable base, middle, and top sections, so as not to appear a box-like, or overbearing. Where at a street corner, adjacent to a residential district, or adjacent to an open space/recreation use, any height above 3 stories for residential uses and 2 stories for all other uses shall be located out of a 45° angle as measured from the applicable height at the setback line.

Parking

A recent California law prohibits local governments from enforcing minimum parking requirements for residential and commercial projects within one-half mile of a major transit stop. While the City of

South Lake Tahoe does not have major transit stops as defined by the California Public Resources Code Section 21064.3, in anticipation of improved transit services, parking standards have been adjusted to be aligned with the intention of this state law. All uses may implement an optional 30% reduction in the number of required parking spaces. The entirety of commercial and residential parcels within the plan area are within ½ mile from a transit stop.

The plan offers flexibility for an applicant to provide a parking demand analysis, for review and approval by the review authority, to build more or fewer parking spaces than otherwise required. In addition to a parking demand analysis, applicant may implement alternative transportation methods such as shuttles for staff/patrons; incentives for nearby accommodation; car/bike share; or other means that reduce reliance on individual vehicles; enter a formal shared parking agreement with a secondary parcel; or provide significant contributions to the active transportation network or other public transportation improvements, beyond those required by code in order to justify a different parking demand.

As a pilot program, there is no minimum parking requirement for the following select uses: Nursing and personal care, Group facilities, Residential care, Outdoor recreation concessions, Outdoor amusements, Participant sports facilities, Colleges, Recreation centers, Transit stations and terminals, Boat launching facilities, Beach recreation, Amusement, recreation, & entertainment facilities. Project applicants shall propose parking in a manner that is supported by the uses' capacity, existing nearby public parking, commute methods, nature of service, and unique project characteristics. Approval of the alternate parking is required by the review authority.

Long- and short-term bicycle storage and parking are required for all developments and major remodels. Throughout the Mid-Town Area Plan development and design standards aim to better integrate bicycle infrastructure with developments, facilitating travel to and from residential uses and increasing visibility of and interactions with commercial businesses.

Residential Design

The Area Plan includes changes necessary to implement to the TRPA Phase 2 Affordable and Workforce Housing Code Amendments adopted in December 2023 for the areas within and outside of the Town Center – these amendments are included in the proposed changes to density, height and land coverage limits applicable to deed restricted affordable housing as documented in Appendix A.

The Area Plan clarifies permitting processes for purely residential developments, allowing ministerial review for projects that meet standards in SLTCC 6.85 (Residential Development and Design Standards). These standards were adopted in compliance with California SB 35 and SB 330 and allow residential developments to deviate from area plan standards that are tailored towards commercial and mixed-use projects.

Land Coverage and Development Rights

The Mid-Town Area Plan largely maintains land capability and coverage systems as set forth in TRPA Code of Ordinances. In coordination with the City and TRPA, coverage management systems may be developed as alternatives to the parcel-level coverage requirements outlined in TRPA Code 30.4.1 and 30.4.2, provided that the alternative system complies with the provisions of TRPA Code 13.5.3B.1 and is adopted as part of an area plan. One alternative coverage system is proposed that applies only

to public service uses on parcels or project areas greater than one-third acre. Additional requests for alternative coverage systems shall be submitted as area plan amendments and reviewed accordingly.

The proposed alternative comprehensive coverage management system which applies only to public service uses on parcels or project areas greater than one-third allows such projects to choose this system as an alternative to TRPA Code 30.4.1.C.3.c. The proposal allows all base allowable land coverage attributed to Land Capability Districts 1 through 3 may be placed within any Land Capability District 4 through 7. All base allowable land coverage attributed to Land Capability Districts 4 and 5 may be placed within any higher land capability district. Base allowable land coverage attributed to Land Capability Districts 6 and 7 may be used interchangeably. TRPA Code 30.4.1.C.3.c requires that the alternative system reduce the amount of base allowed coverage within the project area or parcel. This is proposed to be fulfilled through a one-time retirement of coverage when a project area or parcel opts into the alternative system. Applicants may choose to retire 750 square feet of Class 1b land coverage, 1000 square feet of sensitive land coverage other than 1b, or 1250 square feet of high capability land coverage (Class 4-7). This approach reduces the overall onsite coverage, while encouraging that coverage be used on higher capability lands. Just as coverage is encouraged to be concentrated in Town Centers and already developed area, this coverage system allows larger project areas to follow the same guidance for efficient planning and stormwater treatment.

To reduce barriers associated with establishing outdoor dining, 20 outdoor dining seats will be allowed for eating and drinking uses, without the need to obtain additional commercial floor area (CFA). The 20 seats of outdoor dining were selected based on a determination by the South Tahoe Public Utility District that restaurants may have up to 20 outdoor dining seats without an increase to the business' usage fee. TRPA Code (Section 50.6.1.B.2) also allows for additions to, or expansions of, legally existing CFA of up to 500 square feet which supports the proposed provision to allow outdoor dining up to 20 seats, equivalent to 300 square feet. Outdoor dining and seating create more active streetscapes and do not have the same impacts as indoor seating due to their seasonal nature.

Implementation Strategies and Areawide Improvements

The Mid-Town Area Plan includes an implementation chapter as a jumping off point for future incentives and strategies to revitalize the region. The presence of a strategy in the chapter does not constitute a commitment by the City of South Lake Tahoe to implement it; therefore, the incentives are conceptual and do not have the potential to cause environmental changes. Implementation of such strategies would be part of a unique action taken by the City Council, including feasibility analyses, policy development, approval action, and environmental review.

Mid-Town Area Plan Districts

The density numbers below represent the range of densities allowed within the specific district, measured in units per acre. Exceptions to the minimum and maximum densities are detailed at the end of the table (Notes applicable to all districts).

Al Tahoe Center

Parcels at the corner of Highway 50/Lake Tahoe Blvd. and Al Tahoe Blvd. have significant existing coverage, BMP certificates, and are in a Town Center, all of which provide ample redevelopment opportunity. The proximity of these parcels to major employers such as the Al Tahoe Post Office, Lake Tahoe Community College, Lake Tahoe Unified School District, South Tahoe Public Utility District, and South Lake Tahoe Government Center make them ideal for high density, mixed-use developments. Development standards for this area consider maximizing views of Trout Creek and the surrounding open space. Redevelopment must emphasize community gathering areas appropriate for the scale of the uses. Mixed-use developments are encouraged to consider commercial occupancy throughout the design process to ensure that the space properly suits the needs of potential tenants.

	Development Standard	Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	-	8-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	-	2-62 (A)
	Single family dwelling	-	8-65 (A1 – condos only)
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	46 feet maximum with 3:12 dominant roof pitch
Use	See Appendix A for a full list of permissible use changes.		

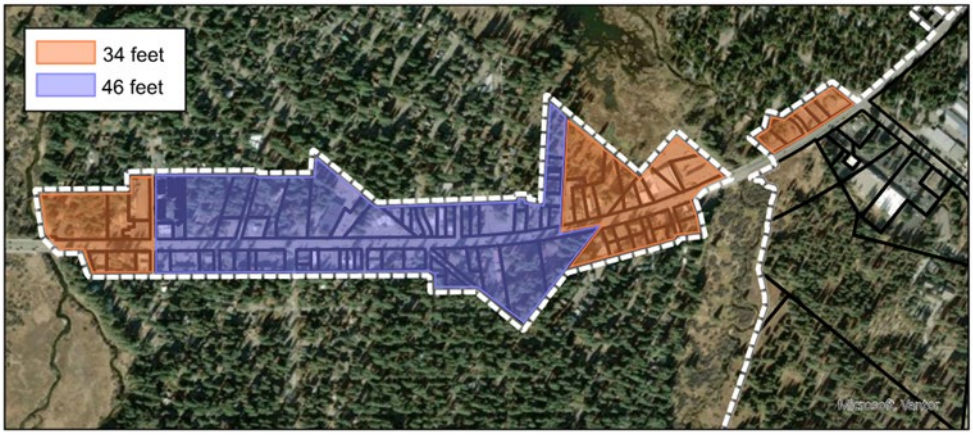
Tahoe Sierra Business District

Stakeholders feel the Tahoe Sierra area should maintain a strong commercial presence, while incorporating modest residential uses. Many parcels are small and near residential uses. This has been considered in identifying permissible uses and design standards to avoid noise and parking conflicts.

While there is much open space surrounding the neighborhoods adjacent to the district, stakeholders identified multiple parcels they felt appropriate for restoration and open space. Three of these parcels are identified by TRPA as a Stream Restoration Plan Area. The City is in the process of transferring two community identified parcels to the CTC to be maintained as open space.

Automobile infrastructure dominates the area, creating an unpleasant and sometimes unsafe experience for pedestrians and bicyclists. It is not uncommon for driveways to take up most of a parcel's frontage.

	Development Standard	Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	8 units per acre (S)	1-8
	Multiple family dwelling	15 units per acre (S)	6-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	25 people per acre (S)	2-62 (A)
	Residential care	25 people per acre (S)	2-62 (A)
	Single family dwelling	1 unit per parcel (S)	6-65 (A1 – condos only)

Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	34-46 feet maximum based on location, with 3:12 dominant roof pitch (see image below)
			
Use	See Appendix A for a full list of permissible use changes.		

Public Service Center

Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes but is not limited to the South Tahoe Public Utility District; El Dorado County Library; South Tahoe Middle School; South Lake Tahoe Police Department; the South Lake Tahoe Branch of the El Dorado County Superior Court of California; and the Recreation & Aquatics Center.

Several of the facilities listed above are also within the 56-Acres Master Plan site (Master Plan). The Master Plan was adopted in 2022 to elevate the recreation and community experience near the existing hubs of Lakeview Commons and El Dorado Beach. The Master Plan also proposes a civic center within the site, where all City departments are centrally located.

	Development Standard	Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (A)	2-65 (A)
	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	25 people per acre (A)	2-62 (A)
	Single family dwelling	-	-
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use	See Appendix A for a full list of permissible use changes.		

Harrison/Sandy District

Stakeholders view this area of Mid-Town as a "locals' downtown," though noted shortcomings in navigating the area. The Sandy Way area suffers from a lack of pedestrian friendly infrastructure, accessibility features, and stormwater improvements. Parking is limited and many spaces require that vehicles back into roadways, creating unsafe conditions for all users. A complete street plan like that of Harrison Ave. should be explored. Street parking would provide room for sidewalk improvements, while preserving the shared parking structure as exists today. Shared improvements have great potential to spur private redevelopment. Enhanced walkability would further the small-town charm of the area that community members emphasized should be preserved. This area should be supported by resident and tourist serving commercial uses as well as multifamily residential uses.

The Harrison Ave. area is well established, with strong pedestrian, bike, social, and economic activity. There have been many façade improvements and remodels spurred by the Harrison Ave. Streetscape Improvement Project. While the area is largely built out, there are community identified priorities to decrease congestion, solve parking conflicts, and reduce conflicts between pedestrians and bikes/scooters. Business owners along Harrison Ave. emphasized the importance of community events to the success of their businesses and supported development of more community spaces for year-round events in the neighboring 56-acres site.

	Development Standard	Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (S)	6-65 (A)
	Multi-person dwelling	25 people per acre (S/-)	2-62 (A)
	Nursing and personal care	-	2-62 (A)
	Residential care	-	2-62 (A)
	Single family dwelling	1 unit per parcel (S)	6-65 (A1 – condos only)
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	42 feet maximum with 5:12 dominant roof pitch or 34 feet maximum with 3:12 dominant roof pitch
Uss	See Appendix A for a full list of permissible use changes.		

Lake Tahoe Community College

Lake Tahoe Community College (LTCC) is ever-growing to accommodate needs of both students and the greater community. There are many unique considerations in drafting of the permissible uses and design standards for LTCC parcels. Larger colleges regularly house restaurants and convenience stores. These uses should be considered accessory to the "college" use category when built at an appropriate scale to support student life and events regularly hosted at the college, such as sporting events.

LTCC's first on-campus housing opened in 2025, though tenancy is limited to California residents as a condition of the funding source. There are additional housing needs for out of state students, exchange students, as well as California-based students who cannot secure housing in the new development. Future on-campus housing options may consider faculty and staff housing, as well as housing for those not associated with the college in order to make funding more accessible.

	Development Standard	Existing	Proposed (units/acre)
Density*	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	15 units per acre (A)	2-65 (A)

	Multi-person dwelling	-	2-62 (A)
	Nursing and personal care	-	-
	Residential care	25 people per acre (A)	-
	Single family dwelling	-	-
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use	See Appendix A for a full list of permissible use changes.		
Notes			
	* The maximum density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1, Maximum Densities, and as subsequently amended.		

Bijou Recreation District

Bijou Community Park is a South Lake Tahoe hub where one can participate in several recreation activities or gather with family and friends. While the space is a favorite for many residents, deficient accessibility and parking prevent optimal use of the space.

Design standards provide flexibility in enhancing Bijou Community Park and Golf Course to meet the needs of present and future users. Standards are intentionally broad, as each element of the park should undergo an individual outreach process. Design concepts are shown for the district. These are not proposals, but rather demonstrations of alternative ways the space can be activated to meet greater community needs and desires.

Development Standard		Existing	Proposed (units/acre)
Density	Manufactured/Mobile home dwelling	-	-
	Multiple family dwelling	-	2-4 (S)
	Multi-person dwelling	-	2-10 (S)
	Nursing and personal care	-	2-10 (S)
	Residential care	-	2-10 (S)
	Single-family dwelling	1 unit per parcel (S)	No change
Height and Roof Pitch		TRPA Code of Ordinances Table 37.4.1-1	No change
Use	See Appendix A for a full list of permissible use changes.		

3.0 Baseline

The existing baseline conditions for this IS/IEC reflect current 2024-2026 environmental conditions (the time of developing the Mid-Town Area Plan and writing this IS/IEC) with the updated Regional Plan, TRPA Code, City 2030 General Plan and current Code, the existing plan area statements, Bijou/Al Tahoe Community Plan; and existing maps, and ordinances also in effect.

As specified in Section 13.3.1 of the TRPA Code of Ordinances, all plans, policies, and regulations in the Regional Plan and the TRPA Code shall remain in effect unless superseded by the provisions of an area plan.

The Mid-Town Area Plan has an approximate 20-year planning horizon.

4.0 Methodology and Assumptions

This IS/IEC has been prepared to assess the potential environmental effects of the Mid-Town Area Plan in accordance with CEQA and TRPA requirements, using checklist responses and supporting narrative. The analysis tiers are incorporated by referencing specific analyses contained in the following environmental review documents, as appropriate:

- TRPA, Regional Plan Update EIS, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS).
- TRPA/Rincon Consultants, Inc., 2025 Connections 2050 Regional Transportation Plan & Sustainable Communities Strategy IS/ND/IEC/FONSE, June 2025.
- CSLT, General Plan Update EIR, certified by the City Council on May 17, 2011 (CSLT EIR).
- City of South Lake Tahoe, Bijou/Al Tahoe Community Plan EIR/EIS, prepared February 1996.

These program-level environmental documents include a regional scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an area plan level. These documents serve as first-tier documents for the TRPA and City review of the proposed Mid-Town Area Plan. To the extent that the Mid-Town Area Plan is consistent with the City General Plan, the TRPA Regional Plan and the RTP, for which the program documents were prepared, the Mid-Town Area Plan could be found to be "within the scope" of the program documents.

This is a program level document, and no specific developments or projects are analyzed herein. All future projects proposed within the Mid-Town plan area will require individual permitting and environmental review. This will be done by the City, TRPA, or, in some cases, the California Division of State Architects (DSA). City or TRPA review will be determined by criteria such as gross floor area and project location as detailed in the existing memorandum of understanding (MOU). Projects on public lands such as Lake Tahoe Community College and Lake Tahoe Unified School District parcels are reviewed by DSA for compliance with the California building code. While this sometimes exempts them from City review, under the Area Plan, the City may act as TRPA under the MOU and issue TRPA permits.

Permissible use changes have been tracked to adequately assess environmental impacts. These tables are included in Appendix A. This includes all permissible use changes from the current PASs and Community Plan districts. These tables help demonstrate what changes are occurring and consider whether land use changes resulting from the adoption of amendments would lead to new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan.

While it may appear that fewer uses are allowed, this is not the case. Use definitions as included in TRPA Code of Ordinances table 21.4-A have been updated for simplicity and consistency. The definitions, as amended by the Mid-Town Area Plan, are included in Appendix A. One (1) new use has been proposed; some name changes have occurred; and some uses have been consolidated under new names. Several uses have been removed from the table because they are not applicable in the plan area and do not appear on any of the districts' permissible uses lists.

The analysis herein focuses on the unique characteristics of the allowed uses within the context of new district designations and the potential environmental impacts associated with their implementation (e.g., land use compatibility, water quality, scenic resources, and traffic). The checklist responses include cross-referencing to other checklist items to reduce redundancy, where appropriate.

To ensure major components of the plan have are sufficiently analyzed, the City has contracted technical experts to assist in the development of this document in the following areas:

- CEQA Programmatic Environmental Impact Analysis: Biological Resources
- TRPA IEC Programmatic Environmental Impact Analysis: Vegetation
- TRPA IEC Programmatic Environmental Impact Analysis: Wildlife
- CEQA Programmatic Environmental Impact Analysis: Greenhouse Gas Emissions and Transportation
- TRPA Programmatic IEC Environmental Impact Analysis: Transportation

5.0 Environmental Checklist and Impact Analysis

1. ***PROJECT TITLE:*** Mid-Town Area/Specific Plan

2. ***LEAD AGENCY NAME AND ADDRESS:*** The City of South Lake Tahoe is the California Environmental Quality Act (CEQA) lead agency responsible for preparing an Initial Study/Negative Declaration (IS/ND), and the Tahoe Regional Planning Agency (TRPA) will serve as the lead agency for the Initial Environmental Checklist (IEC) under the Tahoe Regional Planning Compact.

   City of South Lake Tahoe
   1052 Tata Lane
   South Lake Tahoe, California 96150

   Tahoe Regional Planning Agency
   P.O. Box 5310
   Stateline, Nevada 89449

3. ***CONTACT PERSON AND PHONE NUMBER***:
   City of South Lake Tahoe: Anna Kashuba, Senior Planner, 530-542-7405
   Tahoe Regional Planning Agency: Michelle Brown, Long Range Planner, 775-589-5226

4. ***PROJECT LOCATION***: The Mid-Town Area Plan consists of approximately 784 acres in central South Lake Tahoe (Figure 1).

5. ***PROJECT SPONSOR'S NAME AND ADDRESS:***
   City of South Lake Tahoe
   1052 Tata Lane
   South Lake Tahoe, California 96150

6. ***GENERAL PLAN AND REGIONAL PLAN DESIGNATION:*** The City of South Lake Tahoe 2030 General Plan identifies four (4) land use designations within the Mid-Town plan area: neighborhood center, recreation, town center, and special district. The area is also overlaid by TRPA's Regional Plan zoning designations, which identify mixed-use and recreation zones.

7. ***ZONING:*** Most of the plan area is zoned commercial/public service, followed by vacant and recreation land.

8. ***DESCRIPTION OF PROJECT***: The proposed project is a new area plan that will replace the Bijou Al Tahoe Community Plan and the Sierra Tract Commercial Plan Area Statement (PAS) in their entirety. The Mid-Town Area Plan will replace a significant portion of the Bijou Meadows PAS. Additionally, select parcels from the Al Tahoe PAS and Highland Woods PAS have been incorporated to eliminate split zoning and incorporate public service uses within

the plan area. The Mid-Town Area Plan (Area Plan) serves as a joint plan for the City and TRPA, providing guidance on how the area should be regulated to achieve regional environmental and land-use objectives. The Area Plan will support the 56-Acres Master Plan by further defining community goals for the space and incentivizing redevelopment, especially mixed-use projects with residential components, to create a vibrant, walkable downtown environment.

The Area Plan will include approximately 780 acres on the south shore of Lake Tahoe, in central South Lake Tahoe. The Town Center overlay previously included 65 acres, and the Mid-Town Area Plan proposes a 339-acre expansion consistent with the findings in TRPA Code of Ordinances 13.5.3.G. The major changes proposed by the Mid-Town Area Plan are associated with this expansion, as parcels within the Town Center overlay may have more flexible design standards, including height, coverage, and density. Other special designations that overlay parcels within the plan include a stream restoration plan area and Shorezone Tolerance District 4.

The Area Plan establishes goals, policies, and design standards to transform the Mid-Town area into hub for recreation, arts, and culture . Key elements include expanding the Town Center as discussed above and implementation strategies or "next steps" to guide the City in achieving goals in a timely manner. An area plan's ability to implement standards that deviate from TRPA Code of Ordinances are largely dependent on the Town Center overlay. Specific policy and design standards changes are summarized below, including district-specific tables with standards for locations inside and outside the Town Center. See section 2.0 for full description.

9. ***SURROUNDING LAND USES AND SETTING:*** The plan area is centrally located within the City. Much of the plan area is adjacent to residential zones. The Al Tahoe and Highland Woods neighborhoods are to the northwest of the plan area, Tahoe Sierra (Sierra Tract) to the southwest, Bijou to the east, and Bijou Pines in the center of (but not included in) the plan area. The Trout Creek Stream Environment Zone passes between the northern and southern portions of the Mid-Town plan area. The northernmost portion of the boundary ends at the high-water line of Lake Tahoe, where the City's jurisdiction ends. A small portion of the plan area boundary, about 1/3 mile in the northeast corner, meets the Tourist zoning designation of the Mid-Town Area Plan.

10. ***OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:*** Adoption of the Mid-Town Area Plan is required by the City of South Lake Tahoe City Council and the TRPA Governing Board; however, any projects that may move forward as a result of the implementation of this Area Plan may also require approval by the California Department of Fish and Wildlife, the California Regional Water Quality Control Board, State Water Resources Control Board, El Dorado County Air Pollution Control District, California State Lands Commission, the California Department of Transportation (Caltrans), and/or local utility agencies.

11. ***HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? IF SO, IS THERE A PLAN FOR THE CONSULTATION THAT INCLUDES, FOR EXAMPLE, THE DETERMINATION OF SIGNIFICANT IMPACTS TO TRIBAL CULTURAL RESOURCES, PROCEDURES REGARDING CONFIDENTIALITY, ETC.?***

    Four (4) Native American tribes were contacted in January of 2025, and consultation meetings were offered to provide input regarding the development of the Mid-Town Area Plan. No responses were received. City staff followed up with several officials of the Washoe Tribe of Nevada and California. Brief discussions were held, though no member had the capacity to fully participate in the area plan process. Policies have been included to facilitate further cooperation as implementation of the plan progresses.

5.1 Environmental Factors Potentially Affected

Below are the environmental factors analyzed as required by CEQA, followed by the corresponding TRPA IEC item or items.

• Aesthetics (CEQA) • Light and glare (TRPA) • Scenic resources and community design (TRPA)	• Agriculture and forestry resources (CEQA)	• Air quality (CEQA) • Air quality (TRPA)
• Biological resources (CEQA) • Vegetation (TRPA) • Wildlife (TRPA)	• Cultural resources (CEQA) • Tribal cultural resources (CEQA) • Archaeological/historical resources (TRPA)	• Energy (CEQA) • Energy (TRPA)
• Geology/soils (CEQA) • Land (TRPA)	• Greenhouse gas emissions (CEQA)	• Hazards & hazardous materials (CEQA) • Risk of upset (TRPA) • Human health (TRPA)
• Hydrology/water quality (CEQA) • Water quality (TRPA)	• Land use/planning (CEQA) • Land use (TRPA)	• Mineral resources (CEQA) • Natural resources (TRPA)
• Noise (CEQA) • Noise (TRPA)	• Population/housing (CEQA) • Housing (TRPA) • Population (TRPA)	• Public services (CEQA) • Public services (TRPA)
• Recreation (CEQA) • Recreation (TRPA)	• Transportation (CEQA) • Transportation and circulation (TRPA)	• Utilities/service systems (CEQA) • Utilities (TRPA)
• Wildfire (CEQA)	• Mandatory findings of significance (CEQA) • Findings of significance (TRPA)	

5.2 CEQA Determination

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Anna Kashuba Digitally signed by Anna Kashuba Date 2026.07.21 07:43:08-07'00' — 7/21/2026

Signature — Date

5.3 TRPA Determination

This section is to be completed by TRPA.

On the basis of this initial evaluation:

☒Yes ☐No	The proposed project could not have a significant effect on the environment, and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure
☐Yes ☒No	The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.
☐Yes ☒No	The proposed project may have a significant effect on the environment, and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures.

Anna Kashuba Digitally signed by Anna Kashuba Date: 2026.07.21 07:43:36-07'00'

Signature

7/21/2026

Date

5.4 Initial Study (CEQA) and Initial Environmental (TRPA) Checklist

Table 11 identifies the level of impact for each item in the CEQA Initial Study checklist and the TRPA Initial Environmental Checklist. Explanations of all decisions are included in Section 5.5.

Table 10: Initial Study (CEQA) and Initial Environmental (TRPA) Checklist

I. AESTHETICS: Would the project:	**CEQA Determination**
a) Have a substantial adverse effect on a scenic vista?	Less than a significant impact.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than a significant impact.
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than a significant impact.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than a significant impact.
7. LIGHT AND GLARE: Will the proposal:	**TRPA Determination**
a. Include new or modified sources of exterior lighting?	Yes, less than significant.
b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	Yes, less than significant.
c. Cause light from exterior sources to be cast off -site or onto public lands?	Yes, less than significant.
d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?	Yes, less than significant.
18. SCENIC RESOURCES/COMMUNITY DESIGN: Will the proposal:	**TRPA Determination**
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	Yes, less than significant.
b. Be visible from any public recreation area or TRPA designated bicycle trail?	Yes, less than significant.
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	No.
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	No.
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	No.
II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:	**CEQA Determination**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No impact.
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No impact.
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact.
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No impact.
III. AIR QUALITY: Would the project:	**CEQA Determination**
a) Conflict with or obstruct implementation of the applicable air quality plan?	No impact.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	Less than a significant impact.
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than a significant impact.
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than a significant impact.
2. AIR QUALITY: Will the proposal result in:	**TRPA Determination**
a. Substantial air pollutant emissions?	No.
b. Deterioration of ambient (existing) air quality?	No impact.
c. The creation of objectionable odors?	Yes, less than significant.
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	Yes, no further mitigation required.
e. Increased use of diesel fuel?	Yes, less than significant.
IV. BIOLOGICAL RESOURCES: Would the project:	**CEQA Determination**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service?	No impact.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No impact.
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No impact.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No impact.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No impact.
4. VEGETATION: Will the proposal result in:	**TRPA Determination**
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	No impact.
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	No impact.
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	No impact.
d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	No impact.
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	No impact.
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	No impact.
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	No impact.
h. A change in the natural functioning of an old growth ecosystem?	No impact.
5. WILDLIFE: Will the proposal result in:	**TRPA Determination**
a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	No impact.
b. Reduction of the number of any unique, rare or endangered species of animals?	No impact.
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	No impact.
d. Deterioration of existing fish or wildlife habitat quantity or quality?	No impact.
V. CULTURAL RESOURCES: Would the project:	**CEQA Determination**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	Less than significant impact.
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than significant impact.
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than significant impact.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either 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, and that is:	**CEQA Determination**
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less than significant impact.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than significant impact.
20. ARCHAEOLOGICAL/HISTORICAL: Will the proposal result in:	**TRPA Determination**
a. An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	Yes, less than significant.
b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	Yes, less than significant.
c. Is the property associated with any historically significant events and/or sites or persons?	Yes, less than significant.
d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	Yes, less than significant.
e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	Yes, less than significant.
VI. ENERGY: Would the project:	**CEQA Determination**
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact.
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant impact.
15.ENERGY: Will the proposal result in:	**TRPA Determination**
a. Use of substantial amounts of fuel or energy?	No.
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	No.
VII. GEOLOGY AND SOILS: Would the project:	**CEQA Determination**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less than significant impact.
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	
ii) Strong seismic ground shaking?	Less than significant impact.

iii) Seismic-related ground failure, including liquefaction?	Less than significant impact.
iv) Landslides?	Less than significant impact.
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant impact.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact.
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No impact.
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact.
1. LAND: Will the proposal result in:	**TRPA Determination**
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	No.
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	No.
c. Unstable soil conditions during or after completion of the proposal?	No.
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	No.
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	No.
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	No.
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	No.
VIII. GREENHOUSE GAS EMISSIONS: Would the project:	**CEQA Determination**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant impact.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact.
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	**CEQA Determination**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact.
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant impact.
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No impact.
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Less than significant impact.
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No.
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No.
10. RISK OF UPSET: Will the proposal:	**TRPA Determination**
a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	Yes, less than significant.
b. Involve possible interference with an emergency evacuation plan?	Yes, less than significant.
17. HUMAN HEALTH: Will the proposal result in:	**TRPA Determination**
a. Creation of any health hazard or potential health hazard (excluding mental health)?	No.
b. Exposure of people to potential health hazards?	No.
X. HYDROLOGY AND WATER QUALITY: Would the project:	**CEQA Determination**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant impact.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	Less than significant impact.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than significant impact.
(i) result in substantial erosion or siltation on- or off-site;	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less than significant impact.
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than significant impact.
(iv) impede or redirect flood flows?	Less than significant impact.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant impact.
3. WATER QUALITY: Will the proposal result in:	**TRPA Determination**
a. Changes in currents, or the course or direction of water movements?	No.
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	No.
c. Alterations to the course or flow of 100-yearflood waters?	No.
d. Change in the amount of surface water in any water body?	Yes, less than significant.
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	Yes, less than significant.
f. Alteration of the direction or rate of flow of ground water?	No.
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	No.
h. Substantial reduction in the amount of water otherwise available for public water supplies?	No.
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	No.
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	Yes, less than significant.
k. Is the project located within 600 feet of a drinking water source?	Yes, less than significant.
XI. LAND USE AND PLANNING: Would the project:	**CEQA Determination**
a) Physically divide an established community?	No.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant impact.
8. LAND USE: Will the proposal:	**TRPA Determination**
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	Yes, less than significant.
b. Expand or intensify an existing non-conforming use?	Yes, less than significant.
XII. MINERAL RESOURCES: Would the project:	**CEQA Determination**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No.
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No.
9. NATURAL RESOURCES: Will the proposal result in:	**TRPA Determination**
a. A substantial increase in the rate of use of any natural resources?	No.
b. Substantial depletion of any non-renewable natural resource?	No.

XIII. NOISE: Would the project result in:	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact.
b) Generation of excessive ground borne vibration or ground borne noise levels?	Less than significant impact.
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Less than significant impact.
6. NOISE: Will the proposal result in:	**TRPA Determination**
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	Yes, less than significant.
b. Exposure of people to severe noise levels?	Yes, less than significant.
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	Yes, less than significant.
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	Yes, less than significant.
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	Yes, less than significant.
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	Yes, less than significant.
XIV. POPULATION AND HOUSING: Would the project:	**CEQA Determination**
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant impact.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant impact.
12. HOUSING: Will the proposal affect existing housing, or create a demand for additional housing?	**TRPA Determination**
1. Will the proposal decrease the amount of housing in the Tahoe Region?	No.
2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	No.
11. POPULATION: Will the proposal:	**TRPA Determination**
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	Yes, less than significant.
b. Include or result in the temporary or permanent displacement of residents?	Yes, less than significant.

XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	**CEQA Determination**
a) Fire protection?	Less than significant impact.
b) Police protection?	Less than significant impact.
c) Schools?	No impact.
d) Parks?	Less than significant impact.
e) Other public facilities?	Less than significant impact.
14. PUBLIC SERVICES: Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?	**TRPA Determination**
a. Fire protection?	Yes, less than significant.
b. Police protection?	Yes, less than significant.
c. Schools?	No.
d. Parks or other recreational facilities?	Yes, less than significant.
e. Maintenance of public facilities, including roads?	Yes, less than significant.
f. Other governmental services?	Yes, less than significant.
XVI. RECREATION: Would the project:	**CEQA Determination**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No impact.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant impact.
19. RECREATION: Will the proposal:	**TRPA Determination**
a. Create additional demand for recreation facilities?	No.
b. Create additional recreation capacity?	Yes, less than significant.
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	Yes, less than significant.
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	No.
XVII. TRANSPORTATION: Would the project:	**CEQA Determination**

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant impact.
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant impact.
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact.
d) Result in inadequate emergency access?	Less than significant impact.
13. TRANSPORTATION/CIRCULATION: Will the proposal result in:	**TRPA Determination**
a. Generation of 650 or more new average daily Vehicle Miles Travelled?	Yes, less than significant.
b. Changes to existing parking facilities, or demand for new parking?	Yes, less than significant.
c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	Yes, less than significant.
d. Alterations to present patterns of circulation or movement of people and/or goods?	Yes, less than significant.
e. Alterations to waterborne, rail or air traffic?	No.
f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	Yes, less than significant.
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	**CEQA Determination**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant impact.
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant impact.
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant impact.
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than significant impact.
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No impact.
16. UTILITIES: Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:	**TRPA Determination**
a. Power or natural gas?	No.
b. Communication systems?	No.
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	No.

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	No.
e. Storm water drainage?	No.
f. Solid waste and disposal?	No.
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**CEQA Determination**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant impact.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than significant impact.
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than significant impact.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than significant impact.
XXI. MANDATORY Findings of Significance	**CEQA Determination**
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than significant impact.
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less than significant impact.
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than significant impact.
Findings of Significance	**TRPA Determination**
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	No.
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	No.
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	No.

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	No.

5.5 Explanation of Checklist Responses

The following environmental analysis has been prepared using the 2024 CEQA Guidelines Appendix G: Environmental Checklist Form to complete an Initial Study. This checklist also includes analysis of environmental impacts required in the TRPA Initial Environmental Checklist found at: https://www.trpa.gov/wp-content/uploads/IEC-Form.pdf.

5.5.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G Environmental Checklist that indicated there is an impact, regardless of severity. "No Impact" responses do not require an explanation when they are adequately supported by noted information sources. Answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project- level, indirect as well as direct, and construction as well as operational impacts.

Table 11: CEQA Defined Levels of Impact Significance

Impact Severity	Definition
No Impact	A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
Less than Significant Impact	"Less than Significant Impact" applies where the Project's impact creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource and require no mitigation to avoid or reduce impacts.
Less than Significant Impact after Mitigation	"Less than Significant Impact after Mitigation" applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
Potentially Significant Impact	"Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource. If there are one of more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
Source: CEQA Appendix G: Environmental Checklist Form, 2024	

5.5.2 TRPA

Article VI of the TRPA Rules of Procedure presents the rules governing the preparation and processing of environmental documents pursuant to Article VII of the Compact and Chapter 3 of the Revised TRPA Code of Ordinances.

TRPA uses an Initial Environmental Checklist (IEC), in conjunction with other available information, to determine whether an Environmental Impact Statement (EIS) will be prepared for a project or other matter. This could include preparation of an Environmental Assessment, in accordance with

Section 3.4 of the TRPA revised Code, when TRPA determines that an IEC will not provide sufficient information to make the necessary findings for a project.

The IEC includes a series of questions categorized by and pertaining to resources regulated by TRPA. Each checklist item requires a checked response of "Yes," "No," "No, with Mitigation," or "Data Insufficient." A checked response of "Data Insufficient" or a determination that a project may have a significant effect on the environment (Section 3.3.2 of the TRPA Code) indicates that additional environmental review in the form of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would be required. The IEC form indicates that all "Yes" and "No, with Mitigation" responses require written explanations. This IEC provides supporting narrative for all responses. Where a checked response may not be intuitive or easily understood by the reader, that response has been marked with an asterisk (*) and a brief clarifying statement supporting the rationale for the checked response is included. As set forth in Code Subsection 3.3.1, based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

> 5.4.2.1 The proposed project could not have a significant effect on the environment, and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.
>
> 5.4.2.2 The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.
>
> 5.4.2.3 The proposed project may have a significant effect on the environment, and an environmental impact statement shall be prepared in accordance with this Chapter and TRPA's Rules of Procedure.

When completed, TRPA reviews the IEC to determine the adequacy and objectivity of the responses. When appropriate, TRPA consults informally with federal, state, or local agencies with jurisdiction over the project or with special expertise on applicable environmental impacts.

Checklist Items

I. AESTHETICS (CEQA)

a) Would the project have a substantial adverse effect on a scenic vista?

The City recognizes scenic resources, roadways, shoreline units, and viewpoints as identified by TRPA. US Highway 50/Lake Tahoe Blvd. through the plan area includes three (3) TRPA designated Scenic Road Corridors. Roughly one third of Unit 35, Al Tahoe, is included, which features dense strip development broken by Trout Creek. Unit 34, El Dorado Beach, is entirely within the plan area. Unit 34 provides views of Lake Tahoe through thin pine trees opposite a moderately wooded 56-Acre Master Plan[1] site containing the Campground by the Lake and Multigenerational Aquatics and Recreation Center. A small portion of Unit 33, The Strip, is located within the plan area and features

[1] Not a TRPA-approved master plan.

views of Heavenly Resort, Monument Peak, and Mt. Tallac beyond commercial development in the foreground.

Lake Tahoe is visible from the plan area for roughly 1,000 linear feet along US Highway 50/Lake Tahoe Blvd. from Lakeview Ave. to between Fremont Ave. and Takela Dr. This stretch is included in scenic shoreline unit 32, Al Tahoe. Nine (9) scenic viewpoints can be found within the vicinity of the plan.

The Mid-Town area consists of urban development mixed with forest areas, prominent stream environment zones, floodplains, and meadows. Trout Creek flows through the plan area, as does runoff from Heavenly Valley Creek. Seasonal high water occurs throughout the Bijou golf course and disc golf area along the eastern boundary of the plan.

Regular scenic threshold evaluations conducted by TRPA consistently support that area plans have positive effects on scenic threshold standards. Scenic Roadway Unit 34 has been in attainment since 1982. Improvements over the past 10 years include the installation of curbs, gutters, and sidewalks; redevelopment of older buildings consistent with design standards (including Tahoe Wellness Center and Hotel Azure); and improvements at Lakeview Commons (creation of Champions Plaza, reconstruction of parking areas, and relocated restrooms). Specific Environmental Improvement Program (EIP) Projects that contributed include:

- 03.01.02.0006 - Lakeview Commons Phase 2 - El Dorado Beach Improvements
- 01.01.01.0098 - U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Boulevard
- 03.02.02.0008 - Harrison Avenue Streetscape Improvement & Bike Trail

While Unit 35 remains in non-attainment, TRPA's Threshold Evaluation reports have noted incremental improvements since 2011. These include installing curbs & gutters with sidewalks, new road pavement, façade improvements, and redevelopment. Evaluations note the lack of screening for parking lots as an area of concern. EIP Project 01.01.01.0005 - U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek contributed to air quality, scenic resources, soil conservation, and water quality threshold categories.

Such projects as mentioned above, which are responsible for scenic improvements, are primarily identified through area plans. While the adoption of the area plan may increase the amount, distribution, and type of development in the future, such changes are likely to be positive by improving the visual quality of the built environment consistent with the recommendations for site planning found in the TRPA Scenic Quality Improvement Program, the TRPA Code of Ordinances and the standards of the MTAP, specifically those tailored to spur redevelopment, have great potential to address blight by encouraging redevelopment and the creation of structures that meet current design, sustainability, and accessibility standards.

Additional height up to 46 feet is proposed in the Al Tahoe Center District and up to 56 feet in the Public Service Center District and the Lake Tahoe Community College District. Although the increase in height is permitted per Section 13.5.3 of the TRPA Code of Ordinances (up to 56 feet for Town Center Overlays), it may have the potential to impact existing scenic vistas. MTAP incorporates a standard requiring any building in a Town Center that consists of three or more

stories to make TRPA findings 1, 3, 5, and 9 of Section 37.7.16 of the TRPA Code of Ordinances. The Findings are:

Finding 1
When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

Finding 3

With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

Finding 5

The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.

A. The horizontal distance from which the building is viewed;

B. The extent of screening; and

C. Proposed exterior colors and building materials.

Finding 9

When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

This evaluation concludes that the Mid-Town Area Plan development and design standards, and the required scenic quality findings of the TRPA Code of Ordinances, avoid and minimize potential impacts to scenic vistas by prohibiting buildings to protrude above the forest canopy or ridgeline, and by requiring site-specific design features that minimize ground disturbance, installation of screening, the use of earth tone colors the use of natural materials, and an architectural style that

complements the Tahoe landscape. Thus, the adoption of the MTAP would not have a significant effect on the scenic vistas.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The length of US Highway 50/Lake Tahoe Boulevard that runs through the Mid-Town plan area is eligible as a state scenic highway, though it has not been officially certified per the California State Scenic Highway System Map (California Department of Transportation). It is reasonably foreseeable that tree removal may occur as the result of new development, expansion, or redevelopment. The TRPA and Mid-Town Area Plan include policies to preserve trees of 30 inches diameter at breast height (dbh) or larger so long as they do not interfere with design standards. To strengthen this policy, the Mid-Town Area Plan includes an allowance for a staff waiver of certain development standards to preserve trees so long as the changes do not cause adverse impacts.

The California Office of Historic Preservation's Built Environment Resource Directory (BERD) identifies five (5) structures within the plan area that have been nominated to the National Register of Historic Places, though none were accepted (California Office of Historic Preservation). Each project that involves a structure 50 years of age or older requires a historic determination by TRPA. Eligible historic resources may include sites associated with historically significant people, events, and structures, or may embody distinctive architectural characteristics. Projects on historically significant sites require a TRPA Hearings Officer review and public hearing. At that time mitigation measures are discussed and may be added as permit conditions. The Hearings Officer may also require a modification to the project scope that preserves historic elements.

The area within the Mid-Town Area Plan is relatively flat with no major rock outcropping. Should these exist, a variance may be offered allowing a project to adjust development standards and preserve the feature.

Due to the existing conditions and review and permitting practices within the Mid-Town Area Plan, substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would be unlikely or less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Would the project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The Mid-Town Area Plan is located within an urban area, with just 20.6% of the plan area undeveloped. The Mid-Town Area Plan does not conflict with zoning or scenic regulations. The Area Plan contains a brief discussion of each scenic roadway and shoreline unit that intersects the plan area. This discussion, that presented in item I.a., and past TRPA analysis of Scenic Threshold Evaluations demonstrate that the score of scenic resources in urban corridors generally increases where private and public investments occur. Examples of such improvements include installation of curbs, gutter, and sidewalks; redevelopment of older buildings consistent with design standards; and additional or new screening of parking areas.

The Mid-Town Area Plan has a heavy focus on incentivizing development, with multiple strategies identified for further research and possible adoption by the City Council of South Lake Tahoe. Should these redevelopment incentives be adopted, and successful, increased quality of scenic resources and corridors is a reasonably foreseeable effect. There should be no adverse impact, as development and design standards of the Mid-Town Area Plan are consistent with City and TRPA design guidelines. Buildings shall be designed with natural or natural appearing materials of earth tone colors, consistent with TRPA Design Review Guidelines and Colors of the Lake Tahoe Landscape. Darker hues are encouraged along scenic corridors to better blend with surrounding natural features. Screening of parking areas, maintenance areas, storage yards, and the like is required.

The Mid-Town Area Plan contains approximately half of Shorezone Tolerance District 4, described in TRPA Code of Ordinances 83.9.1.A. as "volcanic rock shorelines with moderate potential for erosion. The potential increases where colluvium of volcanic debris is present and stoney, sandy loams lie on 15 to 30 percent slopes; on morainic debris shorezones with high erosion potential above the shoreline; and alluvial shorezones where the shoreline is characterized by steep, crumbling cliffs with continuing erosion problems." Development standards as included in TRPA Code of Ordinances Subsection 83.9.2 and TRPA Code of Ordinances Chapter 85 are applicable to parcels within Shorezone Tolerance District 4 and will supersede district standards should conflicts occur. Such projects shall be reviewed by TRPA.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

All developments are largely subject to the City's lighting standards in Chapter 6.10 and Chapter 6.85 of the South Lake Tahoe City Code (SLTCC), as well as Chapter 30 of the TRPA Code of Ordinances. These standards were developed to maintain dark skies, eliminate visual hazards to drivers, prevent light trespass, and mitigate other unintended consequences of outdoor lighting.

Below the general standards for onsite lighting are discussed alongside the intention of such standards.

Lighting Standard	Intention
Lighting should be directed downward	Avoid light spray offsite and distractions to drivers, pedestrians, and neighbors

Lights (including winter seasonal displays) shall not blink, flash, change intensity or give the illusion of movement	Minimize distractions to drivers
The light source (bulbs) shall not be visible as seen in elevation	Ensure lighting design is consistent with standards to avoid offsite impacts
No light shall spray off site	Reduce disturbance to neighboring parcel
Lighting shall not be affixed to trees except for seasonal lighting	Avoid causing damage to trees and avoid possible fires
The maximum color temperature shall not exceed 3000 degrees Kelvin	Ensure lighting is not excessive for drivers and best matches ambient lighting. Avoid lighting that is brighter than necessary.
Lighting shall not exceed 26 feet in height	Focus light on necessary/desired areas. Help avoid light spill onto neighboring parcels.

The Mid-Town Area Plan also incorporates the DarkSky International and Illuminating Engineering Society's Five Principles for Responsible Outdoor Lighting to ensure lighting is useful and controlled.

Uplighting is only allowed for illumination of the United States flag when located within the veterans' section of an existing cemetery. Before this exception can be applied, the applicant must explore all feasible downward illumination methods such as from light poles or adjacent buildings. It must also be demonstrated that downward lighting would not reliably or consistently illuminate the subject. This is an existing exception under TRPA Code of Ordinances 36.8.1.E.3. and is already applicable within the plan area.

One exception to the maximum height for onsite lighting is provided: "Down lighting used to assist in the activation of a public pedestrian space on Lake Tahoe Blvd., Harrison Ave., Sandy Way, Fremont Ave., and Takela Dr., as well as interior spaces, may be affixed up to the eaves of the roof line or peak of the wall in the case of a gable roof of a building or structure for lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured materials, knee braces, enriched architectural facades, or landmark features." This exception is intended to enhance the architectural features of buildings in heavily visited areas. In this case lighting is allowed up to the eaves of the roof line or peak of a wall. This exception does not allow for lighting beyond this point as to prevent negative effects on neighboring parcels.

Light sources will also exist within Mid-Town in the form of signage. Signage standards in the Mid-Town Area Plan are consistent with those in SLTCC Chapter 6.40. These are TRPA approved alternatives adopted by reference in TRPA Code of Ordinances 36.2.2.C. Signage may be illuminated in a manner that does not create light pollution or hazardous conditions. Signs may be illuminated through individual letters backlit or with internal light sources or by external light sources that are shielded from public view, do not spill onto the surrounding area, and do project light beyond the sign face. Additionally, internally illuminated signs should not have backgrounds that are lighter than the text. Through the City building division review and inspection process, it is ensured that time clocks/timers are present so that sign light levels adjust according to day and nighttime natural light conditions.

Design standards of the Mid-Town Area Plan require dominant colors to be earthtone and non-reflective. Where metals are used in roofing or facades, they too must be nonreflective. Both building and signage design standards have been created to limit the amount of light to only provide purposeful lighting for safety and identification. Due to the lighting, colors, and materials standards as discussed above, no substantial glare or reflectivity of a project proposed under the Mid-Town Area Plan is expected to affect day or nighttime views in the area. This impact is less than significant.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

7. LIGHT AND GLARE (TRPA)

a. Will the proposal include new or modified sources of exterior lighting?

See discussion and analysis for CEQA Question I.d, which concludes the level of impact is less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

See discussion and analysis for CEQA Question I.d, which concludes the level of impact is less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

c. Will the proposal cause light from exterior sources to be cast off -site or onto public lands?

See discussion and analysis for CEQA Question I.d, which concludes the level of impact is less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

d. Will the proposal create new sources of glare through the siting of the improvements or through the use of reflective materials?

See discussion and analysis for CEQA Question I.d, which concludes the level of impact is less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

18. SCENIC RESOURCES/COMMUNITY DESIGN (TRPA)

a. Will the proposal be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Yes, the plan area includes parcels along or visible from US Highway 50, Pioneer Trail, and Lake Tahoe. Currently, views from Pioneer Trail of parcels within the plan area are shielded by trees; however, parcels may become visible should tree removal/thinning occur. When not proposed alongside a development, tree removal must adhere to TRPA Code of Ordinances 33.6.5 and 61.1. Generally, this is only done for defensible space or safety reasons. Further tree removal may occur alongside a development to create space for structures and other site improvements. Under this scenario, the project would be reviewed by City or TRPA staff to ensure no alternative site designs are possible to preserve trees 30 inches dbh or larger. Additionally, the reviewer will ensure that proposed structures are consistent with height, articulation, color, and material standards. See sections I. *Aesthetics* and 7. *Light and Glare*, for further analysis regarding the effect of the Mid-Town Area Plan on views from Lake Tahoe Boulevard/US Highway 50, Pioneer Trail, and Lake Tahoe. See also CEQA Aesthetics items I.a, b, c above, and TRPA items 18.b, c, d, and e below.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal be visible from any public recreation area or TRPA designated bicycle trail?

Yes, the plan area includes parcels that contain portions of the Dennis T. Machida Memorial Greenway bike path, the City of South Lake Tahoe's bikeway, and public recreation areas such as Bijou Community Park and Golf Course and Lakeview Commons. However, TRPA only recognizes Lakeview Commons, the Rufus Allen to Highway 50 to Al Tahoe Blvd and Highway 50 to Pioneer Trail portion of the South Tahoe Bikeway as scenic resources.

See CEQA sections I. *Aesthetics* and TRPA 7. *Light and Glare*, for further analysis regarding the effect of the Mid-Town Area Plan on views from such resources. See also TRPA items c, d, and e below. All developments that may become visible from such resources shall be reviewed for consistency with city-wide, and the Mid-Town Area Plan development and design standards.

Thus, implementation of specific projects under the Mid-Town Area Plan is not likely to result in impacts to views from any public recreation area or TRPA-designated bicycle trails. All projects would comply with existing city-wide design standards, TRPA Code Ordinances and the Mid-Town Area Plan development and design standards, which would result in generally improved scenic conditions in the Area Plan and restrict obstruction of ridgeline views.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

The plan area includes parcels that face Lake Tahoe Boulevard. Several of these parcels are privately owned and contain development that obscures views of Lake Tahoe from US Highway 50/Lake Tahoe Boulevard. The remainder of the parcels are publicly owned. Some are vacant and some include existing public improvements.

Such parcels are part of Shorezone Tolerance District 4 where additional development standards as included in TRPA Code of Ordinances Subsection 83.9.2 and TRPA Code of Ordinances Chapter 85 apply and shall supersede district standards should conflicts occur. Such projects shall be reviewed by TRPA. The policies below have been included to ensure best practices when reviewing projects along the shoreline.

- **Policy 2.1 Views from Lake Tahoe** Ensure all projects visible from Lake Tahoe are thoroughly reviewed to prevent adverse scenic impacts (Al Tahoe Scenic Shoreline Unit 32).
- **Policy 2.2 Scenic Roadways** Pursue improvements that contribute to increases in scenic quality rating.
- **Policy 2.3 View of the Lake** Implement development and design standards that create openings between buildings for increased visibility and accessibility of Lake Tahoe.
- **Policy 4.1 Redirection and Transfer of Development** Do not allow new developments to encroach in SEZs and provide incentives to relocate development from SEZs to high capability lands.

The City of South Lake Tahoe and California Tahoe Conservancy CTC are finalizing an exchange of parcels that would assist each entity in furthering their missions. A number of these parcels are within the Mid-Town area. Three (3) parcels which are being considered for transfer to the City under the exchange (027-010-016, 027-010-024, and 027-010-029) would be maintained by the City for the purpose of maintaining open space along the shores of Lake Tahoe and increasing opportunities for public access and lake visibility, as supported by the following policy:

- **Policy 5.1 CTC Land Exchange** Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access and exploring expansion scenarios for Lakeview Commons.

Two parcels which the City is considering for transfer to the CTC are for the purpose of maintaining open space along bike trails and adjacent stream environment zones. The transfer would allow these parcels to maintain their current natural state and provide alternative bike path options should future projects require such adjustments. In addition to the policies above, the following policy has been included to emphasize this effort.

- **Policy 3.2 Open Space** Maintain sufficient and facilitate new open space areas for community and environmental benefit.

There are nine scenic viewpoints within or with visibility of the Mid-Town region. Any structure three stories or taller must make findings of TRPA Code of Ordinances 37.7.16. Among these include ensuring structures will not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory and that the structure is adequately screened as seen from major arterials, the waters of lakes, and other public areas. As part of review for such projects,

staff will review simulations of the proposed project relative to the natural surroundings and background.

Scenic Viewpoint	Attainment Status	Category
35.2	Attainment	Roadway
35.3	Attainment	Roadway
35.4	Attainment	Roadway
35.5	Attainment	Roadway
34.1	Attainment	Roadway
34.2	Attainment	Roadway
33.1	Attainment	Roadway
32.1	Attainment	Shoreline
31.4	Attainment	Shoreline

Improvements to or redevelopment of these parcels may modify views of Lake Tahoe as viewed from Lake Tahoe Boulevard; however, negative impacts will be prevented through actions currently being pursued by the City as discussed above (CTC land exchange to maintain public open space) and standards as included in the Area Plan. Parking shall be located to have the least significant visual impact from scenic resources and Lake Tahoe. A maximum height of 42 feet is allowed in the Harrison/Sandy District where these privately owned lakefront parcels are located. This height is allowed under current conditions with a roof pitch of 10:12 and building site slope of 24%. The Mid-Town Area Plan allows this same height on a flat parcel and with a 5:12 roof pitch. Furthermore, TRPA Code of Ordinances 37.7.16 height findings shall apply to buildings of three stories or more. All projects that propose heights which may detract from scenic viewpoints will be required to submit renderings so that staff can accurately determine if there will be an impact. In such cases height limitations may be applied. These elements will prevent any negative impacts.

Environmental Analysis: No impact.

Required Mitigation: None.

d. Will the proposal be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?

The Mid-Town Area Plan will not be inconsistent with the height and design standards required by the applicable ordinance or Area Plan. Permissible height within the Mid-Town Area Plan is determined primarily by the parcel's location inside or outside of the Town Center overlay. Structure height on parcels outside of the Town Center overlay shall be determined by roof pitch and building site slope as identified in TRPA Code of Ordinance Chapter 37, Table 37.4.1-1. This section is currently applicable to such parcels of the plan area and does not constitute a change for parcels that remain outside of the Town Center. Height within the Town Center overlay is determined by TRPA Code of Ordinance Chapter 13, Table 13.5.3-1, which allows a maximum height of 56 feet.

There are three existing Town Center regions within the plan area boundary, which are proposed to be significantly expanded to include major existing developments that are central to South Lake Tahoe both geographically and functionally. All parcels to be included are developed or have 75% of their boundary adjacent to developed parcels. As such, all proposed Town Center parcels are less

than ¼ mile from existing Commercial and Public Service uses. This is demonstrated by the Existing Land Uses Map (Figure 2). The maximum allowed height within the Town Center overlay is 56 feet, though this is not being proposed for all eligible areas. To maintain community cohesion and prevent negative impacts of tall buildings, the maximum of 56 feet is only allowed within the Lake Tahoe Community College District and the Public Service District. These areas consist of large parcels with heavy tree cover. This allows for larger setbacks and better integration of structures into the natural environment, resulting in a lesser visual impact.

All buildings of three or more stories shall demonstrate compliance with findings of TRPA Code of Ordinances 37.7.16. These findings ensure that buildings are compatible with the surrounding natural features and do not detract from scenic views. Renderings of the proposed project are most often used to demonstrate consistency. These findings as included below must be made prior to permitting a structure of three or more stories.

Finding 1

When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

Finding 3

With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

Finding 5

The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.

A. The horizontal distance from which the building is viewed;

B. The extent of screening; and

C. Proposed exterior colors and building materials.

Finding 9

When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

All heights proposed within the Mid-Town Area Plan are consistent with TRPA Code of Ordinances and the Regional Plan. When reviewed against all permitting criteria and necessary findings, building height will have no significant impact.

Building design standards have been included in accordance with TRPA Code of Ordinances 13.5.3.F.3, Building Design to ensure attractive and compatible development. These standards consider how structures can best functionally serve the intended use, as well as contribute to the community character. Standards were developed based on community input and the desire to maintain a mountain town atmosphere with a built environment that is in harmony with the natural surroundings. Moreover, non-residential buildings adjacent to residential districts or to open space/recreation areas with two or more stories shall be located out of a 45-degree angle as measured from the applicable height at the setback line to reduce the effects of massing.

Pitched roofs are required for all visible sides of a structure, through flexibility is provided for areas not visible from a public right of way. This exception is intended to allow for accessible roof areas (patios, dining, etc.), rooftop utilities/mechanical equipment, covered parking structures, to reduce the conditioned space and energy/construction costs of large structures, and maximize livable space within height restrictions.

All structures shall include elements to engage pedestrians. Project applicants may choose from a variety of methods of meeting this standard, including but not limited to window transparency, art, vertical articulation, exterior living/dining spaces, and using highly textured siding materials and decorative panels. These features are intended to add interest to the façade and create an atmosphere that is engaging for pedestrians. These elements are also encouraged to frame building entrances and openings.

Regardless of the pedestrian level detailing that is applied to a project, all materials shall be natural or natural appearing as to not cause distraction or detract from the natural surroundings. Colors must be earth tones consistent with TRPA Design Review Guidelines and Colors of the Lake Tahoe Landscape, with accent colors limited to no more than 15 percent of any building façade.

These design standards were carefully crafted, drawing from community input and existing guidance such as the City and TRPA's South Lake Tahoe Design Guidelines (2016). Projects permitted under newer planning documents and design guidelines consistently result in increased scenic ratings as discussed in CEQA item I.c. and TRPA item 18.e.

Thus, no impact is expected with implementation of new height and design standards in the Mid-Town Area Plan.

Environmental Analysis: No impact.

Required Mitigation: None.

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

The TRPA Scenic Quality Improvement Program was developed as a part of the TRPA Regional Plan in 1989 to provide a program for implementing physical improvements to the built environment in the Tahoe Basin to assist in the attainment of scenic quality thresholds. It aims to identify site

specific measures for each scenic unit (roadway and shoreline) not in attainment of the adopted scenic thresholds. Below is a brief description of each roadway and shoreline units intersecting the plan area, including recent improvements that have contributed to meeting scenic quality standards.

Scenic Roadway Units

El Dorado Beach (Unit 34): Scenic Roadway Unit 34 has been in attainment since 1982. Improvements within the past 10 years include installation of curbs, gutters, and sidewalks; redevelopment of older buildings consistent with design standards (including Tahoe Wellness Center and Hotel Azure); and improvements at Lakeview Commons (creation of Champions Plaza, reconstruction of parking areas, and relocated restrooms). Specific Environmental Improvement Program (EIP) Projects that contributed include:

03.01.02.0006 - Lakeview Commons Phase 2 - El Dorado Beach Improvements
01.01.01.0098 - U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Blvd.
03.02.02.0008 - Harrison Avenue Streetscape Improvement & Bike Trail

Al Tahoe (Unit 35): While Unit 35 remains in non-attainment, TRPA's Threshold Evaluation reports have noted incremental improvements since 2011. These include installation of curbs & gutters with sidewalks and new road pavement; façade improvements; and redevelopments. Evaluations note the lack of screening for parking lots as an area of concern. (EIP) Projects 01.01.01.0005 - U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek contributed to air quality, scenic resources, soil conservation, and water quality threshold categories.

Scenic Shoreline Units

Bijou (Unit 31): The Bijou scenic shoreline is in attainment and has been since threshold evaluations began in 1982. The only comment included in threshold evaluations related to the portion of Unit 31 within the Mid-Town plan area is regarding a single-family dwelling, noting its strong articulation.

Al Tahoe (Unit 32): The Al Tahoe scenic shoreline is in attainment and has been since threshold evaluations began in 1982. The most recent evaluation (2023) reports satisfaction with revegetation at El Dorado Beach; however, screening of kayak storage is lacking. In 2011 Lakeview Commons Phase 2 - El Dorado Beach Improvements (EIP 03.01.02.0006) increased the overall rating.

Future area plan development applications that degrade existing scenic quality ratings would constitute a significant impact. SQIP planning recommendations for improving the scenic quality in the roadway segments will be required during review for projects within areas of nonattainment by the TRPA Code of Ordinances (Section 36.4). Factors that contribute to low ratings are dilapidated or abandoned buildings, excessive street parking, and removal of vegetation that would otherwise lessen the visual impacts of large structures. Public and private investments can substantially improve a scenic unit's rating. By promoting redevelopment, the Mid-Town Area Plan can increase

the level of compliance with scenic standards. Redevelopment projects have beneficial impacts as they result in buildings that are better integrated with the natural environment, and in some cases restore the natural environment. Massing, natural colors and materials, screening, and landscaping standards are just some of the elements enforced by the Mid-Town Area Plan that will further scenic quality improvements. See also analysis for item CEQA I.c. regarding the effect of redevelopment on scenic ratings and TRPA item 18.d. regarding design standards that are being proposed for Mid-Town. These standards will ensure that projects are compliant with SQIP and Design Review Guidelines.

Environmental Analysis: No impact.

Required Mitigation: None.

II. AGRICULTURE AND FORESTRY RESOURCES (CEQA)

a) Would the project Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As of 2024, the Mid-Town area was not mapped by the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency. The plan area consists of already developed lands and recreational uses. There is no prime farmland, unique farmland, or farmland of statewide importance; therefore, the proposal poses no chance of conversion and has no impact on such lands.

Environmental Analysis: No Impact.

Required Mitigation: None.

b) Would the project Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Mid-Town does not have any areas zoned for agricultural uses, nor are there any Williamson Act contracts within the area. The Mid-Town Area Plan will have no impact on zoning for agricultural uses or Williamson Act contracts.

Environmental Analysis: No Impact.

Required Mitigation: None.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

While there are no areas within Mid-Town zoned forestlands or timberlands, some individual resource management uses are allowed within the districts. In no case have these uses been reduced. The Mid-Town Area Plan creates no conflicts with zoning of and results in no rezoning of forest land, timberland, or timberland zoned Timberland Production; thus, there is no impact.

Environmental Analysis: No Impact.

Required Mitigation: None.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The Mid-Town area is highly developed and zoned primarily commercial/public service, followed by recreation. New developments under the plan would primarily occur as infill or redevelopment of already improved parcels. The loss of substantial forest land or conversion of forest land to non-forest would only create a significant impact if appropriate permits were not obtained.

See discussion and analysis for items CEQA II.a-c, which concludes no impacts.

Environmental Analysis: No Impact.

Required Mitigation: None.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

See analysis for items CEQA II.a-d, which conclude no impacts to farmland and forest land.

Environmental Analysis: No Impact.

Required Mitigation: None.

III. AIR QUALITY (CEQA)

The Mid-Town Area Plan is located in the City of South Lake Tahoe in El Dorado County, California, within the Lake Tahoe Air Basin (LTAB). The LTAB region comprises portions of Placer and El Dorado counties in California, and Washoe and Douglas counties and the Carson City Rural District in Nevada. Lake Tahoe lies in a depression between the crests of the Sierra Nevada and Carson ranges at a surface elevation of 6,260 feet above sea level. The mountains surrounding Lake Tahoe are approximately 8,000 to 9,000 feet high, with some reaching beyond 10,000 feet.

Air pollution is regulated by two types of standards: emissions standards and ambient air quality standards. Ambient air quality standards are levels of air pollutants that, if exceeded, are considered unhealthy to breathe. Primary sources of air pollution in the Region include local vehicle and equipment emissions, emissions associated with wildfire and wood-burning appliances, and dust particulates.

The Federal Clean Air Act and the California Clean Air Act required the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) to establish health-based air quality standards at the Federal and State levels. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) were established for the following criteria pollutants: carbon monoxide (CO), ozone (O3), nitrogen dioxide (NO2), particulate matter less than 10 microns in diameter (PM10), sulfates, lead, and hydrogen sulfide. These standards have been established with a margin of safety to protect the public's health. Both EPA and CARB designate areas of the State as attainment, non-attainment, maintenance, or unclassified for the various pollutant standards according to the Federal Clean Air Act and the California Clean Air Act, respectively.

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Mid-Town Area Plan would not alter, revise, conflict with, or obstruct the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the area plan would be subject to subsequent environmental review and permitting and would be required to comply with Chapter 65 of the TRPA Code of Ordinance. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

TRPA's 2050 Connections: Regional Transportation Plan/Sustainable Communities Strategy (RTP) includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning efforts to achieve and/or maintain the National Ambient Air Quality Standards (NAAQS) (Tahoe Regional Planning Agency, 2025, pp. 41-53). Because the Area Plan is consistent with the City General Plan, the TRPA Regional Plan and the RTP, for which the program documents were prepared, the Mid-Town Area Plan is "within the scope" of the program documents.

Moreover, all potential future projects are subject to TRPA's air quality, greenhouse gas reductions, and mobility mitigation program. All new projects or operational changes must meet the TRPA VMT standard of significance; otherwise, they are subject to further transportation analysis and mitigation requirements.

Environmental Analysis: No Impact.

Required Mitigation: None.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?

The Lake Tahoe Air Basin is currently in attainment of all NAAQS and CAAQS with the exception of the PM10 CAAQS.

Table 12: Federal and State Attainment Status for the Lake Tahoe Air Basin

	State	Federal

8-Hour Ozone	Attainment	Attainment
PM10	Nonattainment	Attainment
PM2.5	Attainment	Attainment
CO	Attainment	Unclassifiable/Attainment
NO2	Attainment	Unclassifiable/Attainment
SO2	Attainment	Unclassifiable/Attainment
Pb	Attainment	Unclassifiable/Attainment
Source: CARB 2026; EPA 2026		

In the Lake Tahoe Region, these pollutants relate to emissions from construction activities and represents temporary impacts that are typically short in duration and long-term emissions from automobile use , as measured by VMT calculations. No single project is sufficient in size to, by itself; result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Mid-Town Area Plan would involve construction and construction emissions. Construction emissions are described as short-term or temporary in duration. ROG and NOx (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.
Although the details of projects are not known at this time, implementation of subsequent projects under the Mid-Town Area Plan would involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks.

Construction emissions associated with subsequent projects under the Mid-Town Area Plan have the potential to be substantial such that they could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations.

As part of mitigation from the City General Plan EIR (CSLT 2010, page 4.5-33), the City adopted Policy NCR-5.10 in the General Plan (CSLT 2011b, page NCR-9), which is reinforced by Mid-Town Area Plan Policy NCR-5.10 in Natural Resources Goal 5, Policy 5.3 to address short-term construction emissions, which include incorporating measures to reduce construction-generated emissions to the extent feasible on a project-specific basis to address short-term construction emissions. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restriction of idling of construction equipment and vehicles;
- Apply water to control dust as needed to prevent dust impacts offsite;

- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

Therefore, the maximum daily criteria pollutants and precursors emissions generated by construction activities would not exceed air quality standards at the project level with implementation of applicable El Dorado County AQMD rules, and TRPA's Beast Construction Practices Policy ; construction emissions would not result in a cumulative considerable net increase in criteria pollutants for which the Lake Tahoe Air Basin is in nonattainment.

Long-Term Operational Emissions

With respect to operational emissions of criteria pollutants and precursors, subsequent projects that may occur under the Mid-Town Area Plan may include development and redevelopment projects that could generate long-term operational emissions, including mobile and area source emissions. Based on the results of the emissions modeling conducted in support of the 2025 RTP IS/IEC, VMTs in the Lake Tahoe region would decrease by approximately 28,203 VMT per day by 2050 compared to 2022 conditions, and. , criteria pollutants and precursors in the Basin would be expected to decrease substantially by 2050 (Tahoe Regional Planning Agency, 2025, pp. 41-53).

Updated emissions modeling results for the 2025 RTP/SCS for ozone precursors, ROG and NOX, CO, SO2, and particulate matter (PM10 and PM2.5) indicate an overall reduction in criteria air pollutants as compared to the 2022 baseline. The estimated reductions in on-road mobile source emissions are primarily due to a reduction in regional daily VMT, in addition to stricter vehicle emissions standards that will phase in over the planning period, and limited development that can occur within the Tahoe Basin under the region's growth management system. Thus, the Mid-Town Area Plan would result in a substantial long-term reduction in criteria air pollutant emissions.

Furthermore, the City General Plan Policy NCR-5.11 requires that all feasible El Dorado County Air Quality Municipal District (EDCAQMD) recommended measures to reduce operational emissions of criteria pollutants be incorporated into project design and that all projects demonstrate compliance with TRPA's air quality mitigation program at the time of project consideration. These proposed changes would be expected to continue the existing trend of decreasing emissions in the Region over the planning period.

Because the Mid-Town Area Plan land use goals focus on redirecting housing development in the Mid-Town Area Plan, closer to employment centers and services, the average daily trip rate and associated vehicles emission is expected to decrease over baseline conditions over the planning period. As shown in the 2025 RTP IS/IEC basin wide operational emissions modeling, criteria pollutant emissions would not exceed El Dorado County AQMD thresholds (82 lb/day), which have been established for ROG, Nox, and PM10 emissions Therefore, operational emissions associated with the Mid-Town Area Plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state air quality standards, and impacts would be less than significant.

Environmental Analysis: Less than Significant Impact

Required Mitigation: None.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences) that may experience adverse effects from unhealthful concentrations of air pollutants. Sensitive land uses are land uses that accommodate sensitive receptors, and exposure to pollutants could result in health-related risks to individuals. Existing sensitive land uses that accommodate sensitive receptors within the boundaries or adjacent to the Mid-Town Area Plan include residences, schools, parks, and playgrounds. Exposure of sensitive receptors to elevated localized concentrations of CO or Toxic Air Contaminants (TAC) emissions could result in adverse health impacts.

Subsequent development and redevelopment projects under the Mid-Town Area Plan could affect regional air quality and create localized exposure to carbon monoxide (CO) emissions .

Consistent with the Regional Plan and the General Plan, the Mid-Town Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Mid-Town, and reduces regional and localized traffic congestion and related CO concentrations. Based on the analysis in the Regional Plan (TRPA 2012a, pages 3.4-22 through 3.4-26) and the General Plan EIR (CSLT 2010, pages 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Mid-Town Area Plan expected growth and estimated mobile-source CO emissions falls within that estimated for the General Plan and the Regional Plan, it would not impede CO maintenance efforts.

With respect to localized CO impacts, the Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997) states that signalized intersections that operate at an unacceptable level of service (LOS) represent a potential for a CO violation, also known as a “hot spot.” Thus, an analysis of CO concentrations is typically recommended for receptors located near signalized intersections that are projected to operate at LOS E or F. According to the traffic analysis prepared for the 2025 RTP IS/IEC, signalized intersections in the Basin, including those within the Mid-Town Area Plan (i.e., US 50/Al Tahoe Intersection), measured in 2050 would operate at an acceptable LOS (i.e., LOS D or better), 2025 RTP IS/IEC, pages 52 through 53, and Appendix H – LOS Memo, page 52 through 53). According to the traffic analysis prepared for the 2025 RTP, signalized intersections within the City limits , including those within the Mid-Town Area Plan, would operate at an acceptable LOS of D or better in 2050 , with the exception of the US 50/Heavenly Village/Park Avenue intersection, which would operate at LOS of E. Because the Mid-Town Area Plan seeks to implement and is within the scope of what was envisioned in the General Plan and the Regional Plan, it too would not cause signalized intersections to operate at unacceptable levels. Therefore, traffic volumes would not be heavy enough to result in a CO “hot spot”. For this reason, and based on the fact that CO emission factors would be reduced substantially (due to increasingly cleaner fuels and vehicles) over the planning period, the Mid-Town Area Plan would not result in congestion at intersections that would result in a violation of a CO air quality standard, contribute substantially to an existing or projected air quality violation, and expose sensitive receptors to substantial pollutant concentrations.

With respect to TAC, consistent with the Regional Plan, subsequent projects under the Mid-Town Area Plan may include development and redevelopment activities that could generate localized TAC emissions.

The Mid-Town Area Plan would implement VMT-reducing land use patterns by promoting development within defined town centers designed to reduce associated air pollutant emissions by promoting more efficient travel patterns, facilitating the use non-auto modes of travel, promoting mixed land uses, and enhancing non-auto infrastructure. Projects resulting from the implementation of the Mid-Town Area Plan would comply with federal and state regulations, the TRPA Code of Ordinance, the City Municipal Code, and other applicable rules, including the TRPA Best Construction Practices Policy. Thus, similar to the conclusion reached in the 2025 RTP IS/IEC, short-term construction related and long term operational exposures of sensitive receptors in the Mid-Town Area Plan to TAC emissions associated with buildout of the Mid-Town Area Plan would be less than significant.

Environmental Analysis: Less than Significant Impact

Required Mitigation: None.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The occurrence and severity of odor effects depend on the nature, frequency, and intensity of the odor source, wind speed and direction, and the presence of sensitive receptors. Offensive odors rarely cause physical harm, but odors can be unpleasant and generate citizen complaints to regulatory agencies and local governments. Typical sensitive receptors include residences, hospitals, and schools. The Mid-Town plan area contains no hospitals but does contain the South Tahoe Middle School. Multiple residential uses are included in the plan area, as well as many surrounding the plan's border.

Common uses that produce odor emissions are recycling and waste facilities and batch plants, neither of which is allowed under the Mid-Town Area Plan.

The South Tahoe Public Utility District's wastewater treatment facility is located at the southern end of the plan area. The equipment used at the facility includes covers and seals to limit odor exposure to the surrounding area. The South Tahoe Public Utility District identifies one odor control project in the 2024 Capital Improvement Program update.

In the short term, odor impacts arise from diesel engine use and asphalt concrete paving during construction. As stated in the discussion of short-term impacts on sensitive receptors in III.c above, these odors are temporary and localized, affecting only the area immediately adjacent to the active construction area. Diesel exhaust emissions and asphalt concrete paving odors dissipate rapidly away from the source and cease upon completion of construction activities and would be addressed by the Chapter 65 of the TRPA Code idling restrictions and General Plan Policy NCR-5.10 and Mid-Town Area Plan Natural Resources Goal 5, policies 5.1 and 5.3 . Thus, the implementation of the Mid-Town Area Plan does not result in substantial direct or indirect exposure of sensitive receptors to offensive odors.

Environmental Analysis: Less than Significant Impact

Required Mitigation: None.

2. AIR QUALITY (TRPA)

a. Will the proposal result in substantial air pollutant emissions?

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and is consistent with the RPU EIS. The Mid-Town Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Area Plan would be subject to subsequent environmental review and permitting and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Air Basin is in attainment or designated unclassified for all national ambient air quality standards (NAAQS) and is designated a nonattainment area for PM10 California ambient air quality standards (CAAQS). Because the Mid-Town Area Plan would implement measures recommended by the El Dorado County Air Quality to reduce emissions to the extent feasible and Chapter 65 of the TRPA Code, subsequent projects under the Mid-Town Area Plan would not result in substantial air pollutant emissions during project construction and operation.

See also responses to CEQA Questions III.a – c above.

Environmental Analysis: No.

Required Mitigation: None.

b. Will the proposal result in deterioration of ambient (existing) air quality?

As discussed under CEQA Questions III.b, construction and operational emissions associated with the Mid-Town Area Plan would not exceed El Dorado County AQMD thresholds and would not, therefore, result in substantial air pollutant emissions. Because implementation of the Mid-Town Area Plan would incorporate site-specific design and mitigation, no new significant impacts or substantially more severe impacts would occur beyond what was previously analyzed in the 2012 RPU EIR/EIS, and the 20205 RTP IS/IEC.

Environmental Analysis: No impact.

Required Mitigation: None.

c. Will the proposal result in the creation of objectionable odors?

See response to CEQA Question III.d, which addresses the creation of objectionable odors and concludes a less-than-significant odor impact on short-term and long-term effects to sensitive receptors.

Environmental Analysis: Yes, less than significant

Required Mitigation: None.

d. Will the proposal result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. During the review of the adopted 2012 RPU and the Mid-Town Area Plan buildout assumptions for increased development, redevelopment, and construction activity that would result in higher overall greenhouse gas (GHG) emissions, TRPA concluded that this impact was cumulatively significant, mitigated to the extent feasible, and otherwise unavoidable. Changes proposed in the current Mid-Town Area Plan would increase residential densities and maximum building heights to encourage residential redevelopment, but would not alter the existing TRPA growth management system that caps total development under the RPU.

Implementation of the Mid-Town Area Plan would result in some level of development and population growth anticipated during the planning horizon and would contribute some level of greenhouse gas (GHG) emissions to the regional output. Given that many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the Regional Plan, General Plan and the Mid-Town Area Plan would reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage redevelopment of older buildings that would improve energy efficiency, the combined influence of development and population growth planned for within and during the planning horizon of the Mid-Town Area Plan alone may only result in a less-than-significant increase in overall GHG emissions. However, when considered in combination with basin-wide GHG emission resulting from overall Regional Plan implementation, this would be a cumulatively considerable contribution to global climate change as identified in the 2012 RPU EIS and described below (TRPA 2012a, page 3.5-15).

Construction-related emissions would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with subsequent project development. Long-term operational sources of GHG emissions associated with subsequent projects under the Mid-Town Area Plan would include area sources (e.g., landscaping equipment, snow removal equipment, wood-burning appliances), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the Region).

Based on the comparison of GHG emissions estimates conducted for the Regional Plan under existing and build-out conditions, the Regional Plan would increase overall GHG emissions in the Basin. The net increase in GHG emissions associated with Regional Plan implementation was considered substantial, and the resultant substantial long-term increase in GHG emissions was determined to make a cumulatively considerable contribution to global climate change in the RPU EIS. Because implementation of the Mid-Town Area Plan is consistent with the Regional Plan, it too would contribute cumulatively to climate change.

As required under RPU EIS mitigation, TRPA's *GHG Emissions Reduction Policy* will require implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. Such measures include, but are not limited to, the following:

For construction-related GHG emissions:

- Limit equipment idling time to a maximum of five minutes;

- Recycle or reuse construction waste and demolition material to the maximum extent feasible;
- Use electrified or alternative-fueled construction equipment to the maximum extent feasible; and
- Use local and sustainable building materials to the extent possible.
- For operation-related GHG emissions: Use on-site renewable energy, such as photovoltaic systems;
- Exceed building code standards for energy efficiency;
- Install energy efficient appliances and equipment in new buildings;
- Retrofit existing buildings to exceed energy efficiency building code standards;
- Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility;
- Require minimum passive solar design standards in new buildings;
- Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process; and
- Implement water conservation standards in new development.

In addition to the measures described above in the RPU EIS, the Mid-Town Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011b, page NCR-9) in Mid-Town Area Plan Natural Resources Goal 5, policies 5.1 and 5.3 of the Mid-Town Area Plan to address short-term construction emissions (MTAP 2026, page 70), which include incorporating measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restriction of idling of construction equipment and vehicles;
- Apply water to control dust as needed to prevent dust impacts offsite;
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

For operational-related GHG emission the implementation of relevant policies from the General Plan are also anticipated to reduce GHG emissions. These policies include:

- Decreasing reliance on non-renewable energy source
- Developing a comprehensive strategy to reduce GHG emission
- Provide credits and incentives for “Green Buildings”
- Use emission-reduction technology in building components and design
- Use of photovoltaic systems
- Promote rehabilitation of the housing stock to achieve greater energy efficiency
- Use “EPA Energy Star” certified appliance for new private and public facilities

In October 2020, the City adopted a Climate Action Plan (CAP) to both reduce GHG emissions from activities within the City and help the community to adapt to climate change and improve its resilience over the long term. In addition to reducing emissions, the CAP will provide numerous co-

benefits and improve the livability of the City. The CAP Executive Summary (Table ES-1) summarizes numerous actions that will implement many of the recommendations from the RPU mitigation programs and City General Plan policy. Through the implementation of the 2020 CAP, along with participation from public agencies, businesses, and individuals, the City will be able to make significant progress towards its 2030 and 2040 GHG reduction targets, increase the City's resilience to impacts of climate change, and, in the process, help reduce the impact of RPU and the Mid-Town Area Plan buildout.

The Mid-Town Area Plan will help implement measures outlined above to replace old inefficient buildings with modern energy efficient and greener development, encourage higher density residential development closer to services and transit to reduce vehicle trips, and reduce the reliance on the private automobile to reduce average annual VMT per capita.

Environmental Analysis: Because implementation of the Regional Plan (i.e., cumulative condition) will result in significant and unavoidable impacts to GHG emissions and TRPA has already found that other social, environmental and economic factors overrode those impacts, no further analysis is required for the Mid-Town Area Plan since its impacts are consistent with those identified in the RPU EIS.

Required Mitigation: No Further Mitigation is Required.

e. Will the proposal result in increased use of diesel fuel?

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore, this analysis is tiered from and consistent with the RPU EIS. Construction associated with subsequent projects under the Mid-Town Area Plan would require the use of diesel fuel for the operation of construction equipment. Certain specific projects that involve on-going truck deliveries or motorized vehicle use (such as snowmobile courses) as part of their operations could also increase gasoline and diesel fuel consumption relative to existing conditions.

From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project.

The construction of subsequent projects under the Mid-Town Area Plan could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. Diesel PM was identified as a TAC in 1998. The potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). Consistent with the findings in the RPU EIS, the proximity of heavy-duty diesel-fueled construction equipment to existing sensitive receptors within or adjacent to the Mid-Town Area Plan during construction activities resulting from implementation of the Mid-Town Area Plan may result in exposure of sensitive receptors to TACs.

As part of mitigation from the RPU EIS, TRPA implemented the *Best Construction Practices Policy for TAC Emissions During Construction*, which includes measures to reduce exposure to construction-related TAC emissions to the extent feasible. Such measures may include, but are not limited to, the following:

- Limit diesel-equipment idling time to five minutes maximum;
- Equip heavy-duty construction equipment with diesel particulate traps; and
- Locate construction staging areas as far away as possible from on- and off-site receptors.

In addition to the measures described above in the RPU EIS, the Mid-Town Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011b, page NCR-9) in Policy NCR-5.1 of the Area Plan to address short-term construction emissions, which includes measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restriction of idling construction equipment and vehicles;
- Apply water to control dust as needed to prevent dust impacts offsite;
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g.,
- power poles), wherever feasible.

As part of a Mitigation Measure 4.5.5 from the GP EIR (CSLT 2010, page 4.5-47) the City also adopted Land Use Policy LU-8.18 (CSLT 2011b, page LU-19) to reduce exposure of TACs by requiring that all new or relocated discretionary development that would be a source of TACs near residences or sensitive receptors to either provide an adequate buffer, or filters, or other equipment, or incorporate mitigation measures to reduce potential exposure to acceptable levels. Therefore, because measured identified in the RPU EIS and GP EIR that would reduce construction-related TAC emission to the extent feasible have been incorporated into the Mid-Town Area Plan, subsequent projects under the Mid-Town Area Plan involving the use of heavy-duty diesel-fueled construction equipment would not result in the exposure of sensitive receptors to TACs.

Finally, based on a review of the proposed permissible uses in the Mid-Town Area Plan, the Mid-Town Area Plan would not include the construction or operation of any major sources of TAC emissions, such as power-generating plants or other heavy industrial uses. The land use strategy of the Mid-Town Area Plan, the City General Plan, and the Regional Plan, would include incentivizing development in the town and regional centers, which are located along the Basin's main transportation corridors (US Highway 50). The ARB recommends a minimum setback distance of 500 feet from urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day to minimize the health risk of sensitive receptors to mobile-source TACs (TRPA 2012a, page 3.4-39). US Highway 50 cannot accommodate more than 50,000 vehicles per day (TRPA 2012a, page 3.4-40).

Environmental Analysis: Yes, less than significant.

Required Mitigation: None

IV. BIOLOGICAL RESOURCES (CEQA)

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service?

To assess existing biological resources in the plan area and evaluate potential effects of implementing the proposed Mid-Town Area Plan on special-status species, a biologist with expertise in Tahoe Basin natural resources reviewed existing data and conducted a reconnaissance-level survey of the plan area. The data review included: a records search of the California Natural Diversity Database (California Department of Fish and Wildlife, 2026); a list of federally proposed, candidate, threatened, and endangered species that may occur in the project region obtained from the U.S. Fish and Wildlife Service Information for Planning and Consultation system (U.S. Fish and Wildlife Service, 2026); TRPA Geographic Information System (GIS) data; and high-resolution aerial imagery.

Plants and animals may be special-status species due to declining populations, vulnerability to habitat change, or restricted distributions. Special-status species include those species legally protected under the California Endangered Species Act (CESA), federal Endangered Species Act (ESA), TRPA Code, or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing. In this document, special status species are defined as plants and animals in the following categories.

- Species listed or proposed for listing as threatened or endangered under ESA (50 Code of Federal Regulations [CFR] 17.12 for listed plants, 50 CFR 17.11 for listed animals, and various notices in the Federal Register for proposed species) or candidates for possible future listing as threatened or endangered under ESA (75 CFR 69222).
- Species listed or candidates for listing by the State of California as threatened or endangered under CESA (14 Cal. Code Regs., Section 670.5).
- Animals fully protected under the California Fish and Game Code (FGC) (Section 3511 for birds, Section 4700 for mammals, Section 5050 for reptiles and amphibians, and Section 5515 for fish).
- Plants and animals designated as a sensitive, special interest, or threshold species by TRPA (TRPA Code of Ordinances, Chapters 61, 62, and 63).
- Plants listed as rare under the California Native Plant Protection Act (FGC Section 1900 et seq.).
- Plants considered by California Department of Fish and Wildlife (CDFW) to be “rare, threatened or endangered in California” (California Rare Plant Ranks of 1A, presumed extinct in California and either rare or extinct elsewhere; 1B, considered rare or endangered in California and elsewhere; 2A, presumed extinct in California but common elsewhere; and 2B, considered rare or endangered in California but more common elsewhere). Note, that while these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA.
- Animals identified by CDFW as species of special concern.

- Species considered locally significant, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (State CEQA Guidelines Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines, Appendix G).
- Species that otherwise meets the definition of rare or endangered under State CEQA Guidelines Section 15380.

Existing conditions and factors evaluated during the reconnaissance survey included proximity of the plan area to known sensitive plant and wildlife resources; the general distribution, types, and quality of habitats; the plan area's potential to support core breeding areas or movement corridors for special-status and common wildlife species; and sources and levels of disturbances from existing land uses.

Although special-status plant and animal species have been documented in the vicinity of the plan area, this analysis identified none that are currently known or with moderate to high potential to occur regularly in the plan area or use habitats in the plan area for breeding or other critical life history functions. The plan area is centrally located within the City, surrounded by an urban community, and composed of mostly developed lands and urban uses; it is intersected and fragmented by a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways. Most of the special-status species known or with potential to occur in the vicinity are not expected to occur in the plan area due to the absence of suitable or high-quality breeding habitat, high disturbance levels associated with existing urban uses (e.g., public service, commercial, developed recreation, and residential), and lack of documentation of recent occurrences in the plan area. Wildlife species that use the plan area year-round or seasonally are primarily common species well-adapted to and associated with urban and residential areas in the Tahoe Basin.

Areas west-northwest of Lake Tahoe Community College (within the proposed Lake Tahoe Community College district), and portions of the proposed Bijou Recreation, Public Service Center, and Tahoe Sierra Business districts, in the plan area include small patches of urban/disturbed riparian, meadow, and conifer forest habitats in some locations. Due to the developed conditions, urban land uses, and major roadways within and surrounding the plan area that fragment and disconnect open space and natural habitats, these undeveloped areas are subject to edge effects, high levels of physical and noise disturbance, and habitat degradation that limits their suitability for special-status species.

Implementation of the Area Plan would allow for development of a greater density of residential and commercial uses primarily in areas that have already been disturbed and/or are developed. Although the proposed Town Center expansion includes some undeveloped areas, expansion of land uses and changes to development and design standards allowable within the expanded Town Center would be concentrated in existing commercial, residential, and public service land use areas that do not currently provide habitats suitable for special-status species.

The largest area of undeveloped land within the proposed Town Center expansion is in the Lake Tahoe Community College district. Where the proposed Town Center expansion overlaps with the undeveloped portions of the Lake Tahoe Community College district, which includes land capability districts 1b (SEZ) and 7 (see Figures 7, 8, and 13 in the proposed Mid-Town Area Plan),

increases in allowable coverage and densities would be concentrated in upland/high capability land (i.e., land capability district 7) that is currently disturbed by an informal trail network, public access and uses (e.g., pedestrians, bicyclists, dog walkers), and edge effects from surrounding development/urban uses and not expected to support special-status species or sensitive habitats. With implementation of Area Plan goals and policies, any new development or increases in allowable coverage and densities would avoid sensitive lands in this area (i.e., land capability district 1b [SEZ] associated with Trout Creek). Natural Resources Goal 4 and Recreation Goal 3 of the proposed Area Plan include policies to preserve, enhance, and restore SEZ areas and their natural functions, including prohibiting new development in SEZs and providing incentives to relocate development from SEZs to high capability lands, and maintain existing and facilitate protection of new open space areas for community and environmental benefit. Specifically, the design and implementation of any future development or other projects approved under the Mid-Town Area Plan would be guided by, and required to comply with, Natural Resources Policies 4.1 (Redirection and Transfer of Development), 4.2 (SEZ Mitigation), and 4.3 (Bijou Park and Golf Course SEZ); and Recreation Policies 3.1 (Stream Environment Zones) and 3.2 (Open Space).

Three parcels along Trout Creek and US 50 in the proposed Tahoe Sierra Business district and in the northwest corner of the proposed Lake Tahoe Community College district are identified by TRPA as a Stream Restoration Plan Area. The City is in the process of transferring two of the parcels to CTC to be maintained for open space and recreational purposes.

No specific developments or projects are proposed or analyzed in this program-level document. All future projects and activities proposed, reviewed, and approved under the Mid-Town Area Plan that could significantly affect biological resources would require project-specific environmental review similar to that under the existing planning and regulatory framework, and consistency with proposed Area Plan goals and policies to protect natural resources and open space. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, requiring development and implementation of project-specific measures to minimize or avoid impacts through the design process, and providing compensatory or other mitigation for any significant effects on special-status species as a condition of project approval. As discussed previously, Natural Resources Goal 4 and Recreation Goal 3 of the proposed Area Plan include policies to preserve, enhance, and restore SEZ areas and their natural functions, and maintain existing and facilitate the protection of new open space areas for community and environmental benefit. The design and implementation of any future development or other projects approved under the Mid-Town Area Plan would be required to comply with Natural Resources policies 4.1 (Redirection and Transfer of Development), 4.2 (SEZ Mitigation), and 4.3 (Bijou Park and Golf Course SEZ); and Recreation Policies 3.1 (Stream Environment Zones) and 3.2 (Open Space).

For any TRPA special interest species that could be affected, compliance with the TRPA Code requires that projects or land uses within TRPA disturbance (nondegradation) zones would not, directly or indirectly, significantly affect the habitat or cause the displacement or extirpation of the population; and TRPA would not permit a project that would degrade habitat without compensatory mitigation to avoid a significant effect. For other special-status species, project-level planning and environmental analysis for CEQA and/or TRPA review would identify potentially significant effects, based on the type and location of the project; minimize or avoid those impacts through the design

process (e.g., conducting surveys and modifying projects to avoid special-status species, if feasible); and provide mitigation for any significant effects as a condition of project approval (e.g., implementing limited operating periods for construction and/or operations, compensatory habitat enhancement/restoration).

Adoption and implementation of the proposed Mid-Town Area Plan is not expected to disturb or remove any known occurrences of a special-status plant or animal species; cause a physical change in habitat suitability or availability for any special-status or common species; remove or change any existing protections for biological resources, including special-status species; or remove or modify existing project-level environmental review requirements related to biological resources for future projects approved under the Mid-Town Area Plan.

Environmental Analysis: No impact.

Required Mitigation: None.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Sensitive habitats and natural communities include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, the TRPA Goals and Policies and TRPA Code, Section 1602 of the FGC, Section 404 of the Clean Water Act (CWA), the state's Porter-Cologne Water Quality Control Act, and other applicable regulations. Sensitive natural habitats and communities may be of special concern to agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species. Examples of sensitive habitats in the Lake Tahoe Basin include montane riparian, wet meadow, riverine (streams and rivers), and lacustrine (open water); many of these are also designated as SEZ. The Upper Truckee River is located just west of the westernmost boundary of the plan area, and Trout Creek is located along the western edge of the Lake Tahoe Community College District and passes through the southwestern corner of this district.

Sensitive habitats in portions of the plan area include riparian and wetland communities (USFWS 2026b) such as wet meadows, riparian zones along streams or waterways (Upper Truckee River and Trout Creek), and seasonal wetlands. The largest concentration of riparian/wetland habitats in the plan area are located along the western edge of the proposed Lake Tahoe Community College District; smaller areas containing these sensitive habitats occur in the Bijou Recreation, Tahoe Sierra Business, and Public Service Center districts. Most of these communities are designated by TRPA as SEZ and/or habitats of special significance. Some of the SEZ/wetland/riparian habitats in the plan area would likely be considered jurisdictional under CWA Section 404 and the Porter-Cologne Act.

Adoption and implementation of the proposed Mid-Town Area Plan would not result in or facilitate new development of undeveloped areas containing sensitive habitats, and would not disturb or remove any riparian, wetland, or other sensitive natural community or habitat; remove or change any existing protections for biological resources, including sensitive habitats; or remove or modify

existing project-level environmental review requirements related to biological and hydrologic resources for future projects proposed in the plan area. As discussed previously, the design and implementation of any future development or other projects approved under the Mid-Town Area Plan would be required to comply with provisions to protect SEZ/sensitive habitats in Natural Resources Policies 4.1 (Redirection and Transfer of Development), 4.2 (SEZ Mitigation), and 4.3 (Bijou Park and Golf Course SEZ); and Recreation Policies 3.1 (Stream Environment Zones) and 3.2 (Open Space) of the Area Plan. Although the Area Plan includes a potential new community riverwalk adjacent to the north edge of the Trout Creek SEZ in the Lake Tahoe Community College District, SEZ encroachment would be avoided if this concept is eventually implemented because the design of the project would be refined in future project planning to address site-specific constraints, including avoidance of SEZ.

In addition to consistency with proposed Area Plan goals and policies to protect SEZ/sensitive habitats and open space, any future development, redevelopment, or other project proposed and approved under the Mid-Town Area Plan would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect SEZs, wetlands, and other sensitive habitats. These regulations and procedures address potential construction-related impacts to SEZs and other sensitive habitats through site-specific environmental review; require development and implementation of project-specific measures to minimize or avoid impacts through the design and permitting process; and require compensatory or other mitigation for any significant effects as a condition of project approval and permitting. Specifically, existing regulations and permitting requirements would minimize the loss of sensitive habitats during construction and provide habitat compensation for any unavoidable loss of riparian, wetland, and other sensitive habitats through CWA Section 404, FGC Section 1602, TRPA, and other permitting/review processes. These existing regulations often require that after application of avoidance and minimization of impacts to sensitive habitats, compensation for unavoidable project-related losses or degradation of these sensitive habitats is achieved in a manner that results in no net loss of habitat acreage, natural processes, or level of habitat quality.

Environmental Analysis: No impact.

Required Mitigation: None.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

See discussion for CEQA Question IV.b, above, which addresses state and federally protected wetlands and other sensitive habitats.

Environmental Analysis: No impact.

Required Mitigation: None.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The plan area is centrally located within the City, surrounded by an urban community, and made up of mostly developed lands and urban uses; it is intersected by a major highway corridor (US 50/Lake Tahoe Boulevard) and other roadways. Much of the plan area is adjacent to residential uses. Wildlife species that use the plan area year-round or seasonally are primarily common species well adapted to and associated with urban and residential areas in the Tahoe Basin. Because natural habitats in the plan area are fragmented and highly disturbed, native wildlife species in most of the plan area generally occur in relatively low abundance and diversity.

Portions of the proposed Lake Tahoe Community College, Bijou Recreation, Public Service, and Tahoe Sierra Business districts contain undeveloped fragments of urban/disturbed riparian, meadow, and conifer forest habitats in some locations, including adjacent to Trout Creek, Upper Truckee River, and near Bijou Community Park. Due to the developed conditions, urban land uses, and major roadways within and surrounding the plan area that fragment and disconnect open space and natural habitats, the plan area is not expected to provide critical animal movement functions regionally or support significant wildlife nursery sites.

Although the proposed Town Center expansion includes some undeveloped lands, the proposed expansion of land uses, increases in coverage allowances, and changes to development and design standards allowable in the expanded Town Center would be concentrated in high capability parcels within existing commercial, residential, and public service land use areas; these areas are not known or expected to function ecologically as significant wildlife movement linkages or nursery sites for the reasons discussed previously. Although the Area Plan includes a potential new community riverwalk adjacent to the north edge of the Trout Creek SEZ in the Lake Tahoe Community College District, if this concept is eventually implemented, SEZ encroachment would be avoided through site-specific design and implementation of applicable Area Plan policies to protect SEZ and open space. For example, the design and implementation of any future development or other projects approved under the Mid-Town Area Plan would be required to comply with Natural Resources Policy 4.2 (SEZ Mitigation) and Recreation Policies 3.1 (Stream Environment Zones) and 3.2 (Open Space). Additionally, adoption and implementation of the Mid-Town Area Plan would not remove or change any existing protections for biological resources, including wildlife movement corridors or nursery sites; or remove or modify existing project-level environmental review requirements related to wildlife movement corridors, nursery sites, or other biological resources for future projects approved under the Mid-Town Area Plan.

Environmental Analysis: No impact.

Required Mitigation: None.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Adoption and implementation of the Mid-Town Area Plan would not conflict with any local policies or ordinances protecting biological resources in the City. No specific developments or projects are proposed or analyzed in this program-level document. All future projects approved under the Mid-Town Area Plan that could affect biological resources would require project-specific environmental review, and compliance with all applicable laws, policies, and ordinances, similar to that under the existing planning and regulatory framework. For example, future projects that require tree removal

would require compliance with the provisions set forth in the TRPA Code Chapter 61 (Section 61.1, "Tree Removal"). The TRPA Code and Mid-Town Area Plan include policies to preserve trees 30 inches diameter at breast height (dbh) or greater if they do not interfere with design standards. To strengthen this policy, the Mid-Town Area Plan includes an allowance for a staff waiver of certain development standards to preserve trees if the changes do not cause adverse impacts (see the "Landscaping" standards section in Appendix A, "Development and Design Standards," of the Area Plan).

Project-level design and planning, environmental analysis, and compliance with existing TRPA regulations and policies, and proposed Area Plan policies, would identify potentially significant tree removal; minimize or avoid those impacts through the design, siting, and permitting process; and provide mitigation for any significant effects as a condition of project approval and permitting.

Environmental Analysis: No impact.

Required Mitigation: None.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The plan area is not located in an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan. Therefore, the adoption and implementation of the Mid-Town Area Plan would have no impact on the provisions of any adopted or approved conservation plan.

Environmental Analysis: No impact.

Required Mitigation: None.

4. VEGETATION (TRPA)

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

The proposal will not result in the removal of native vegetation beyond the area utilized for the actual development permitted by the land capability/IPES system. For future projects reviewed and approved under the Mid-Town Area Plan , any construction-related disturbance shall be limited to the building site with protection measures to ensure vegetation outside the development site is not removed. Where new urban uses would occur within a forested setting as a result of the proposed plan, vegetation removal necessary for actual development would include wildfire resilience treatment, such as the creation of defensible space consistent with City Code Chapter 5.30, "Hazardous Vegetation and Defensible Space," California Public Resources Code Section 4291, and TRPA Code Chapter 61, "Vegetation and Forest Health." Consistent with existing conditions, vegetation surrounding the construction site of any permitted project would be required to comply with Section 33.6, "Vegetation Protection During Construction," of the TRPA Code. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Environmental Analysis: No impact.

Required Mitigation: None.

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

The Mid-Town Area Plan does not alter regulations pertaining to riparian vegetation, groundwater tables, or critical wildlife habitat. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (Section 32.4.1 of the TRPA Code). Additionally, Section 33.3.6 of the TRPA Code prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA (Section 33.3.6.A.2). For these reasons, consistent with existing conditions, projects approved under the Mid-Town Area Plan would not directly or indirectly lower the groundwater table.

Furthermore, functioning riparian environments are classified as SEZ, which are prohibited from being developed. TRPA Code of Ordinances 61.3.3. prohibits projects or activities within SEZ that would convert the land to a non-native or artificial state, including, but not limited to, clearing biomass, thinning vegetation, or modifying vegetation communities; some exceptions are provided.

TRPA Code of Ordinances 62.3.3 prohibits the loss of any habitat component considered critical to the survival of a particular wildlife species. The Mid-Town Area Plan would comply with the TRPA Code and therefore would not remove vegetation associated with critical wildlife habitat.

Environmental Analysis: No Impact.

Required Mitigation: None.

c. Will the proposal result in introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

All projects reviewed and approved under the Mid-Town Area Plan shall incorporate landscaping for curb appeal; soil stabilization; screening of mechanical equipment; mitigation of noise and air quality impacts; and enhancement of outdoor spaces to reflect the Tahoe region's natural character. Generally, native species require less fertilizer and water than non-native species. Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used only as accent plantings. Such plants shall be limited to borders, entryways, flowerbeds, and other similar locations to provide accents to the overall native or adapted landscape design. All dominantly used species shall be listed in the TRPA Recommended Native and Adapted Plant List. Species identified as invasive plant species in the TRPA BMP Handbook shall never be used. In addition, the existing Water Efficient Landscape Ordinance requires vegetation maintenance plans to provide the appropriate amount of water to support the long-term growth of landscape, using efficient watering methods.

Vegetation shall also be suited for the portions of any parcel used for snow storage. Particularly, landscaping within snow storage areas must be native and locally adapted species tolerant of snow storage such as perennials that die annually and shrubs or trees that can bend (but not break) with

snow load (see the “Snow Storage” standards section in Appendix A, “Development and Design Standards,” of the Area Plan).

Where uses may include substantial fertilizer, such as nursery operations, TRPA Code of Ordinances 60.1.8, Fertilizer Management, is referenced. This section of the Code discusses provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers. Compliance with the Code is required, so no environmental impact related to fertilizer would occur.

Environmental Analysis: No Impact.

Required Mitigation: None.

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

See discussions for CEQA Questions IV.a through c, above.

Environmental Analysis: No impact.

Required Mitigation: None.

e. Will the proposal result in reduction of the numbers of any unique, rare, or endangered species of plants?

See discussion for CEQA Question IV.a, above.

Environmental Analysis: No impact.

Required Mitigation: None.

f. Will the proposal result in removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

TRPA Code of Ordinances 85.7 is applicable to the Mid-Town Area Plan, which states the following: “Indigenous vegetation, appropriate to the backshore shall not be removed or damaged in the backshore, unless otherwise authorized under TRPA permit pursuant to Section 85.5 or subsection 61.3.3. Landscaping installed for the purpose of scenic quality may be maintained pursuant to subsection 61.3.3. Species used in the backshore for revegetation or landscaping shall be those listed on the TRPA-approved plant list as species appropriate for the backshore type and site conditions (e.g. barrier beach, sedimentary bluff).”

See additional analysis for TRPA Questions 4.a through c, above.

Environmental Analysis: No impact.

Required Mitigation: None.

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

The Mid-Town Area Plan contains 4.7 acres of conservation land and approximately 300 acres of recreation land as identified in TRPA's Regional Plan Conceptual Land Use Map. TRPA Code of Ordinances 61.3.7 shall apply to any future projects proposed within these land use classifications. Trees 30 inches or greater in dbh within such land use classifications shall only be cut if a TRPA forester identifies an appropriate exception included in Section 61.3.7 of the TRPA Code. See discussion in CEQA checklist item IV.e, above, for additional analysis and policy discussion related to tree removal and protection of trees 30 inches or greater in dbh.

Environmental Analysis: No impact.

Required Mitigation: None.

h. Will the proposal result in a change in the natural functioning of an old growth ecosystem?

See analysis for TRPA Question 4.g. above.

Environmental Analysis: No impact.

Required Mitigation: None.

5. WILDLIFE (TRPA)

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

Adoption and implementation of the proposed Mid-Town Area Plan would not disturb or remove any animal species or occurrences, or significant habitats for any species; cause a physical change in habitat distribution, suitability, or availability for any species; remove or change any existing protections for biological resources; or remove or modify existing project-level environmental review requirements related to biological resources for future projects approved under the Mid-Town Area Plan because the Area Plan would comply with Chapters 62 and 63 of the TRPA Code.

The Mid-Town Area Plan does not alter regulations that pertain to maintaining the distribution, abundance, and diversity of native animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code will remain applicable. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would be designed and implemented consistently with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively.

Environmental Analysis: No impact.

Required Mitigation: None.

b. Will the proposal result in reduction of the number of any unique, rare or endangered species of animals?

See analysis from TRPA Question 5.a, and CEQA Question IV.a, above.

Environmental Analysis: No impact.

Required Mitigation: None.

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

See analysis from TRPA Question 5.a. above.

Environmental Analysis: No impact.

Required Mitigation: None

d. Will the proposal result in deterioration of existing fish or wildlife habitat quantity or quality?

See analysis from TRPA Question 5.a, and CEQA Question IV.d, above.

Environmental Analysis: No impact.

Required Mitigation: None

V. CULTURAL RESOURCES (CEQA)

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and is consistent with the General Plan EIR.

All items within the plan area and included on the Built Environment Resource Directory (BERD) maintained by California State Parks' Office of Historic Preservation have been deemed ineligible for National Register (NR) by consensus through the Section 106 process, though they have not been evaluated for the California Register (CR) or local listing (California Office of Historic Preservation).

In addition to state historic review, the City and TRPA have historic resource protection policies and standards in place that are designed to ensure that known and undiscovered prehistoric resources, historic resources and human remains are not impacted by a project, activity, or soil disturbance. Policies within the Mid-Town Area Plan direct procedures around historic resources to encourage preservation where feasible, and mitigation where preservation is not feasible. The following policies are proposed to support the Area Plan's Art, Cultural, and Historic Resources Goal 3 – Appreciate and recognize cultural and historic resources within the Mid-Town plan area.

- **Policy 3.1 Archeological Discoveries** Treat all newly discovered archeological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.2 Paleontological Discoveries** Treat all newly discovered paleontological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.3 Resource Preservation** Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation for the loss of the resource that preserves public access and provides education.

Policies and practices that exist and are proposed as part of the Area Plan will ensure proper assessment of newly identified historical resources and result in a less than significant impact.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

General Plan Policy NCR-4.5 requires applicants and contractors for projects and other ground disturbing activities to notify the City if human remains are discovered and for all work to halt. The County Coroner shall be notified pursuant to California's Public Resources Code and Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

See CEQA Question V.a. above for additional analysis, supporting a less than significant impact.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The State, City and TRPA have historic resource protection policies and standards in place that are designed to ensure known and undiscovered prehistoric resources, historic resources, and human remains are not impacted because of a project, activity, or soil disturbance.

General Plan Policy NCR-4.1 and NCR-4.2 directs the City to designate and preserve sites of historical, cultural, and architectural significance within the City and Section 67.3.4 of the TRPA Code of Ordinances prohibits soil disturbance in areas where designated historic resources are present.

General Plan Policy NCR-4.3 requires archeological investigations for all applicable discretionary projects, in accordance with CEQA regulations, for areas not previously surveyed and/or that are determined sensitive for cultural resources. The City requires the preservation of discovered archeologically-significant resources in place if feasible, or provide mitigation prior to further disturbance. Section 67.3.1 requires projects and activities to cease all operations if a potential archeological, cultural, or historical resource is discovered, and a site survey to be performed by a qualified archaeologist to evaluate the potential for significance of the resource.

General Plan Policy NCR-4.5 and Mid-Town Area Plan Policy 3.4 require applicants and contractors for projects and other ground disturbance activities to notify the City if human remains are discovered and for all work to halt. The County Corner shall be notified pursuant to State Public Resources Code and California's Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Section 67.3.2 of the TRPA Code of Ordinances requires a site survey to be performed by a qualified archaeologist within a project area of known or newly discovered sites of cultural and/or historic significance prior to TRPA project approval. The standard also requires consultation with the Washoe Tribe of California and Nevada for the presence of Washoe sites. If resources are discovered and deemed significant, then soil disturbance activity is prohibited until a resource protection plan is prepared that includes measures to protect the resource.

Implementation of the policies and standards listed above would ensure that cultural and ethnic values of known and undiscovered prehistoric resources, historic resources and human remains would not be impacted. Thus, this would be a less than significant impact.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

XVIII. TRIBAL CULTURAL RESOURCES (CEQA)

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either 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, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

The Mid-Town Area Plan does not alter regulations pertaining to cultural resources. Pursuant to AB 52, the City of South Lake Tahoe sent notification letters to the Ione Band of Miwok Indians, Washoe Tribe of California and Nevada, Shingle Springs Band of Miwok Indians, and the United Auburn Indian Community on January 22, 2025. No response has been received. Additionally, on August 22, 2024, and August 12, 2025, City staff reached out directly to the Washoe Tribal Historic Preservation Office (THPO), providing information about the plan's goals and development process. The specific goal of this outreach was to develop policies for protection, preservation, and appreciation of cultural resources alongside the THPO. City staff offered to collaboratively explore ways to use the plan as a tool for the Washoe tribe to raise awareness of locations of significance, as well as requested correspondence regarding or access to review records associated with cultural resources.

City staff relied on past communications with the Washoe Tribe in which it was shared there is a strong mission to preserve the Washoe language. To assist in achieving this goal, traditional Washoe place names are incorporated in all land use figures in the Mid-Town Area Plan. Documentation previously provided to the City by the Washoe Tribe's Culture/Language Resources Director was used. Art, Cultural, and Historic Resources Goal 2 of the Mid-Town Area Plan - Collaborate with underrepresented communities to foster pride, awareness, and appreciation of different cultures within the South Lake Tahoe community-includes the following policies to ensure efforts to collaborate with the Washoe Tribe are carried out through projects in the plan area.

- **Policy 2.1 Washoe Representation** Through consultation with the Washoe Tribe of Nevada and California, identify appropriate opportunities where public art may assist in preservation and appreciation of indigenous knowledge and culture.

- **Policy 2.2 Education** Identify education opportunities for natural resources used by indigenous peoples for medicine, food, or tools.
- **Policy 2.4 Place Naming** Consider appropriate areas to formally reinstate place names as originally identified by the Washoe Tribe.

City staff identified the following areas that may be considered culturally and historically significant by the Washoe Tribe, though may not necessarily be geographically defined in terms of the size and scope of the landscape as described in Public Resources Code § 21074:

- Archaeological sites such as prehistoric camps, tool-making areas, seasonal or permanent habitation sites, and travel corridors
- Sacred sites or places with ceremonial or spiritual significance
- Burial locations or ceremonial sites possibly containing human remains and associated funerary objects
- Plant gathering areas and fishing/hunting locations used traditionally for food, medicine, or basketry materials
- Water-related cultural places connected to Lake Tahoe, streams, springs, and wetlands

Based on these categories, the Mid-Town Area Plan contains the following policies under *Art, Cultural, and Historic Resources Goal 3 – Appreciate and recognize cultural and historic resources within the Mid-Town plan area*.

- **Policy 3.1 Archeological Discoveries** Treat all newly discovered archeological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.2 Paleontological Discoveries** Treat all newly discovered paleontological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.3 Resource Preservation** Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation for the loss of the resource that preserves public access and provides education.
- **Policy 3.4 Human Remain Discovery** Require projects or ground disturbance activities be halted should human remains be discovered. Follow state procedures regarding notifying the County Coroner and the Native American Heritage Commission and Washoe Tribe should the remains be determined to be indigenous.

Federal and state regulations, TRPA Code Chapter 67, and City General Plan policies also address protection of tribal cultural resources and provide processes to avoid or minimize impacting such resources. Included in the existing Codes and policies are measures to identify tribal cultural resources discovered during ground-disturbing construction activities and protect those deemed by the tribes to have unique ethnic values. Project development within the plan area will be required to comply with federal and state regulations, TRPA Code and General Plan policies during project-specific review, and therefore, would not alter or adversely affect tribal cultural resources.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

See discussion above for CEQA Question XVIII.A.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

20. ARCHAEOLOGICAL/HISTORICAL (TRPA)

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

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and is consistent with the General Plan EIR. Also see discussion and analysis for CEQA Question V.c. above. The Mid-Town Area Plan does not propose to change existing regulations regarding the protection of archaeological or historical site, structure, object or buildings. Policies within the Plan support existing TRPA and City policies and efforts to recognize, preserve, and mitigate significant archaeological or historical sites.

As part of the 56 Acres Master Plan, a NCIC records search and pedestrian survey determined that there were no prehistoric or historic-period archeological resources within the 56 acres site.

The Mid-Town Area Plan would accommodate development, which could occur on properties that include known historical or archaeological resources; be associated with historically significant events or individuals; or result in adverse physical or aesthetic effects to a significant historical or archaeological site, structure, object, or building. Additionally, development permitted within the plan area could result in physical changes that would affect unique ethnic cultural values or restrict historic or prehistoric religious or sacred uses. However, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of these resources and provide processes to avoid or minimize impacts on historic and archaeological resources. Because any development associated with the Mid-Town Area Plan would be required to comply with these regulations, consistent with existing practices, it would not alter or adversely affect archeological or historical resources. Thus, this would have a less than significant impact.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

The plan area contains parcels and sites that are historically significant. Some of these have been determined as such by TRPA and some may remain unidentified pending a historic determination analysis. Prior to demolition or major changes to an existing structure of 50 years or older, a TRPA

historic determination is required. This process includes input from the SHPO, the Washoe Tribe, and other land management agencies or interested parties. Should a structure be determined to be historically significant, mitigation options may be explored to appropriately preserve or commemorate the site, structure, or other resource.

All projects determined to be historically significant are subject to TRPA Code of Ordinances Chapter 67, Historic Resource Protection. This includes compliance with the U.S. Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings when a project involves the construction, reconstruction, repair, or maintenance of a historic resource.

Also see analysis for CEQA Questions V.a. and V.b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

See analysis for CEQA Questions V.a, V.b, and TRPA Question 20.b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

See analysis for CEQA Questions V.a-c and TRPA Question 20.b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

See analysis for CEQA Questions V.a-c and TRPA Question 20.b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

VI. ENERGY (CEQA)

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

All development permitted under the Mid-Town Area Plan would occur in accordance with the existing Regional Plan and California Building Code. To maintain consistency with the 2011 City of South Lake Tahoe General Plan, Table LU-2 (Development Intensity Standards) must be amended to permit up to 65 residential units per acre in Town Centers, Neighborhood Centers, High Density

Residential, and Recreation land use designations. Because the Area Plan is a joint City/TRPA document, density must also be consistent with TRPA Coe of Ordinances Chapters 13 and 31. The Area Plan will allow up to 65 units per acre when and if these TRPA sections are amended to allow such densities. The densities as noted in the area plan are only allowed to the extent they are lower than the maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 or as subsequently amended. General Plan Land Use Diagram LU-1 must also be amended to maintain consistency with changes to MTAP Zoning District boundaries. New construction would require electric and natural gas services as part of the basic services (Chapter 32 of the TRPA Code). See TRPA item 15.a. for additional analysis.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

See TRPA Question 15.a. below which determines a less than significant impact.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

15. ENERGY (TRPA)

a. Will the proposal result in use of substantial amounts of fuel or energy?

All development permitted under the Mid-Town Area Plan would occur in accordance with the Regional Plan. New construction would require electric and natural gas services as part of the basic services per Chapter 32 of the TRPA Code of Ordinances. Existing electric and gas infrastructure is available throughout the entire plan area. Approximately 80% of the plan area is developed and already receives such services. Additionally, projects requiring new or modified connections would be subject to the applicable utility providers' requirements and fees.

The utility companies project that, based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, p. 3.13-20). Development within the Mid-Town plan area would not result in growth beyond limits of the Regional Plan's growth management system, ensuring consistency with progress toward environmental thresholds.

Developments within the plan area are encouraged to use sustainable building practices and obtain green building certifications, for which incentives are provided. New developments or redevelopment under the area plan, even if standard building codes are used, would be more efficient than existing developments of a similar nature.

Environmental Analysis: No.

Required Mitigation: None.

b. Will the proposal result in substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

See discussion in TRPA Question 15.a. above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan. The Mid-Town Area Plan is consistent with the TRPA Regional Plan and falls under such analyses.

Environmental Analysis: No.

Required Mitigation: None.

VII. GEOLOGY AND SOILS (CEQA)

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

While the Tahoe Basin experiences moderate frequency seismic activity, there are no faults within the plan area. The California Earthquake Hazards Zone Application ("EQ Zapp"), which was most recently updated on September 23, 2021, does not show any fault zones intersecting any parcel within the Mid-Town Area Plan's boundary.

All structures subject to the California Building Code shall be built to or to exceed requirements for seismic Zone D. This category corresponds to areas that may experience severe ground shaking despite not being close to a major fault. The City's permitting of structures adheres to current requirements of the California Building Code (CBC). CBC Section 1803 requires geotechnical investigations for new structures under a variety of scenarios. Future development in the area would also be subject to the restrictions contained in Section 33.3.6 of the TRPA Code or Ordinances related to excavation. Excavation in excess of 5 feet requires a soils/hydrologic report be prepared to identify and remedy possible groundwater interception or interference. The report also serves to help identify the potential for ground failure.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

ii) Strong seismic ground shaking?

The analysis for this item is the same as that for CEQA Question VII.a.i. above. The City and State's existing permitting procedures ensure new construction will have minimal risk of loss, injury, or death resulting from seismic ground shaking.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

iii) Seismic-related ground failure, including liquefaction?

Risk of liquefaction is higher along waterways and stream environment zones where there are high groundwater levels. High ground water levels that can contribute to the potential for ground failure particularly during excavation and construction of below-grade structures (CSLT 2010, pp, 4.8-28 to 4.8-29). Hazards associated with seismic-related ground failure are also regulated by the CBC standards which are adopted in Chapter 6.15 of the City Code to ensure that structures area properly designed and constructed to withstand anticipated ground failure. See answer for CEQA Question VII.a.i. above for supporting analysis.

The California Earthquake Hazards Zone Application ("EQ Zapp"), last updated September 23, 2021, does not show any liquefaction zones intersecting any parcel within the Mid-Town Area Plan's boundary. The California Department of Conservation CGS Seismic Hazards Program: Liquefaction Zones MapService, as of the most recent update on February 11, 2022, does not include data for the City of South Lake Tahoe.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

iv) Landslides?

Landslide risk was assessed in the City of South Lake Tahoe's 2022 Local Hazard Mitigation Plan (LHMP) which determined the probability of landslides and debris flow to be of "medium" significance (moderate potential impact). The probability of landslide occurrences within the City is high but limited in geographic extent, and further limited with the plan area. Figure 4-23 (page 4-106) in the LHMP contains a landslide susceptibility map showing three primary locations within the plan area that are identified as Class VI or VII susceptibility. These are contained within Bijou Park, Bijou Golf Course, and the South Tahoe Public Utility District (STPUD) facilities. The steepest slope within the plan area is within STPUD property, at approximately 20%. These locations present low risk, as they do not contain dwelling units.

The City of South Lake Tahoe has never declared a disaster due to landslides and no deaths have occurred due to landslides. The California Department of Conservation's Geological Survey reports two landslides in recent records within the sphere of influence of the City, though none within City limits. Both incidents were along US Highway 50 entering the Lake Tahoe Basin.

- 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.

The California Earthquake Hazards Zone Application ("EQ Zapp"), last updated September 23, 2021, does not show any landslide zones intersecting any parcel within the Mid-Town Area Plan's boundary.

Please also refer to the analysis for VII.c. below for permitting practices of the City of South Lake Tahoe that ensure structures are not built on unstable soils or result in unstable soils or landslides.

Historical records and permitting processes create a less than significant impact.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Please see analysis for CEQA Questions VII.c, 1.a, 1.b, and 1.c. regarding soils fit for development. Limitations to soil conditions, disturbance, and coverage are discussed in item 1, land. Best management practices (BMPs) are required on all developed parcels to ensure the volume from a 20-year, one-hour storm can be infiltrated onsite, lessening the chances of runoff and associated negative water quality effects. BMPs are discussed further in item X, hydrology and water quality.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Various measures are included in the City of South Lake Tahoe's review and permitting practices to ensure that structures will not be built on unstable soils or result in unstable soils or landslides. The City's permitting of structures adheres to current requirements of the California Building Code (CBC) and International Building Code. CBC Section 1803 requires geotechnical investigations for new structures under a variety of scenarios; however, South Lake Tahoe is in Seismic Zone D where a geotechnical investigation is mandatory for all buildings. This preliminary step prevents harm to people and property by ensuring that project areas are property suited for the proposed development.

See further discussions in section VII, a. There are no faults within the plan area. The California Earthquake Hazards Zone Application ("EQ Zapp"), which was most recently updated on September 23, 2021, does not show any fault zones intersecting any parcel within the Mid-Town Area Plan's boundary. The California Earthquake Hazards Zone Application ("EQ Zapp"), last updated September 23, 2021, does not show any liquefaction zones intersecting any parcel within the Mid-Town Area Plan's boundary. The California Department of Conservation CGS Seismic Hazards Program: Liquefaction Zones MapService, as of the most recent update on February 11, 2022, does not include data for the City of South Lake Tahoe. Landslides are rare, with only two occurring in recent records, neither of which was within City limits.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

For this item see analysis for CEQA Question VII.c. provided above. South Lake Tahoe is in Seismic Zone D where a geotechnical investigation is mandatory for all buildings. Additionally, the Building Official may require further soil tests to determine if expansive soils are present in the project area. If expansive soils are present, a project may be developed only when the soil is stabilized or when foundations and structures meet additional standards. With such practices in place, the risk of direct or indirect risks to life or property due to expansive soil is not significant.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The Porter-Cologne Water Quality Act requires all sewage and wastewater to be disposed of outside the Lake Tahoe Basin; therefore, the use of septic tanks or alternative wastewater disposal is prohibited in the Lake Tahoe Basin including within the Mid-Town plan area.

Environmental Analysis: No Impact.

Required Mitigation: None.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

This potential effect is the same as that analyzed in the City General Plan Update and therefore the analysis is tiered from and is consistent with the General Plan EIR.

A search of the University of California, Berkeley Museum of Paleontology collections database identified two locales of fossilized invertebrates within the Lake Tahoe Region (2490) of El Dorado County. The information readily available in the database does not specify the location at which the finding was made. Out of the instances of 3,956 specimens found in El Dorado County, these are the only two within the Lake Tahoe region (University of California Museum of Paleontology, n.d.). As discussed in the Environmental Impact Statement for the 2012 Regional Plan Update, fossils are most often found in sedimentary rock formations (Tahoe Regional Planning Agency, 2012). Much of the Tahoe region was created by geologic uplift with shallow surface soils. Sedimentary rock formations are uncommon in these conditions, making major paleontological resources unlikely to occur.

It is possible that ground-disturbing activities as a result of the Mid-Town Area Plan could uncover previously unknown paleontological resources. Policies within the Mid-Town Area Plan provide direction to treat all newly discovered archeological and paleontological finds as significant resources until evidence to the contrary has been provided. Preservation is required where feasible. Where preservation is not feasible, mitigation for the loss of the resource that preserves public access and provides education is required. The following Mid-Town Area Plan policies apply:

- **Policy 3.1 Archeological Discoveries** Treat all newly discovered archeological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.2 Paleontological Discoveries** Treat all newly discovered paleontological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.3 Resource Preservation** Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation for the loss of the resource that preserves public access and provides education.
- **Policy 3.4 Human Remain Discovery** Require projects or ground disturbance activities be halted should human remains be discovered. Follow state procedures regarding notifying the County Coroner and the Native American Heritage Commission and Washoe Tribe should the remains be determined to be indigenous.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

1. LAND (TRPA)

a. Will the proposal result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

The Mid-Town Area Plan implements coverage limitations according to TRPA Code of Ordinances Chapters 13, *Areas Plans*, and Chapter 30, *Land Coverage*. Chapter 13 grants local jurisdictions the authority, through an area plan, to make modifications to the boundaries of Town Centers, Regional Center and High-Density Tourist District. TRPA Code 3.5.3.B.1 allows a local jurisdiction, through an area plan, to implement a comprehensive coverage management system as an alternative to the parcel-level coverage requirements. The Mid-Town Area Plan proposes an alternative system in place of TRPA Code 30.4.1.C.3.c.

Town Center modification shall comply with the following:

> 1. Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel shall be considered developed if it includes any of the following: 30 percent or more of allowed coverage already existing on site or an approved but unbuilt project that proposes to meet this coverage standard.
>
> 2. Properties included in a Center shall be less than 1/4 mile from existing Commercial and Public Service uses.
>
> 3. Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

The Mid-Town Area Plan proposes a 339-acre expansion of the Town Center consistent with the findings above. Within the Town Center, allowed coverage for high capability lands is 70%. Coverage beyond the base allowed up to the 70% limit must be transferred to the parcel based on procedures outlined in TRPA Code of Ordinances Section 30.4. Based on an areawide assessment,

approximately 90% of the proposed expansion is high capability land (class 7). The proposed Town Center expansion creates the potential for a maximum of 5,345,230 additional square feet of coverage within the plan area. The exact square feet of additional coverage will vary based on existing conditions and will likely be less than calculated. This number assumes that all parcels within the Town Center are redeveloped to 70% coverage; however, the actual amount of new coverage would be less due to multiple variables. The northernmost portion of the Town Center contains parcels partially or entirely within 300 feet of the high-water line of Lake Tahoe. These areas are limited to 50% coverage so long as the parcel has received a high land capability score. Though not all parcels have undergone a coverage verification, satellite imagery shows that many parcels have existing coverage over 70%. Various parcels are estimated to be at or near 100% coverage. Additional coverage would not be allowed on such parcels; moreover, it is likely that coverage would be reduced as these parcels are redeveloped. TRPA Code of Ordinances 30.6 discusses the excess land coverage mitigation program. Excess coverage is most often mitigated by retiring coverage or paying an excess coverage mitigation fee, both of which contribute to threshold attainment. The reduction of coverage ensures the coverage system is upheld, while mitigation fees contribute to stream restoration projects throughout the region. Stream restoration projects often remove coverage from sensitive lands and restore SEZs to functioning states.

The increased potential coverage within the Mid-Town plan area would not increase the overall existing coverage in the Tahoe Basin, as it must be relocated from other regions. Any coverage that is relocated or transferred to a different parcel must follow proper transfer procedures or be mitigated according to TRPA Code of Ordinances Section 30.4. This section incentivizes the transfer of coverage from sensitive lands, resulting in a net environmental benefit through the creation of open space, facilitation of vegetation, and the possibility of restoring stream environment zones. When the receiving parcel is above 50% coverage, additional coverage is transferred in a manner that results in a net reduction of coverage as set forth in Table 30.4.3-1 of TRPA Code of Ordinances.

The Mid-Town Area Plan proposes an alternative system per TRPA Code 3.5.3.B.1. in place of TRPA Code 30.4.1.C.3.c. The system only applies to public service uses on parcels or project areas of more than one-third of an acre. It allows all base allowable land coverage attributed to Land Capability Districts 1 through 3 to be placed within any Land Capability District 4 through 7. Additionally, all base allowable land coverage attributed to Land Capability Districts 4 through 6 may be placed within any higher land capability district. This coverage system results in an overall reduction to base allowed coverage, as coverage equal to 5 percent of the coverage used in a higher land capability district shall be permanently retired. This meets the requirements of TRPA Code 3.5.3.B.1 that the coverage system shall: “reduce the total coverage and not increase the cumulative base allowable coverage in the area covered by the comprehensive coverage management system; 2) reduce the total amount of coverage and not increase the cumulative base allowable coverage in Land Capability Districts 1 and 2; and 3) not increase the amount of coverage otherwise allowed within 300 feet of high water of Lake Tahoe.”

While all public service uses over one-third of an acre may use this coverage system, it would only be applicable where there are various land capability districts within the project area or parcel. Sites and uses that may benefit from the development of this coverage system include Lake Tahoe Community College, South Tahoe Public Utility District, and Bijou Park and Golf Course. Rather than using coverage in lower capability districts, this approach encourages consolidating coverage

in high capability zones and minimizing sprawl within project areas. The proposed system encourages coverage to be used in high capability areas, leading to a potential reduction of coverage in low capability land districts.

An analysis of the South Tahoe Public Utility District project area demonstrates the potential to permanently retire 15,682 square feet of coverage. The project area contains 24 acres of land capability district 6, or 313,632 square feet of class 6 base allowable coverage. Using this coverage within land capability district 6 would result in improvements far from the existing plant that would require significant coverage for vehicle access and possibly an additional access point. Under the proposed coverage system this coverage may be used within land capability district 7 where the existing water treatment infrastructure exists. The relocation of class 6 coverage to land capability district 7 would result in the retirement of 15,682 square feet of class 6 coverage.

Redevelopment incentives included in the Mid-Town Area Plan have the potential to address illegal, excess, and otherwise nonconforming coverage. Each redevelopment project would require coverage be assessed and mitigated where necessary. Mitigation may include removing illegal coverage or paying excess coverage mitigation fees where the coverage was legally created prior to the establishment of TRPA.

Environmental Analysis: No Impact.

Required Mitigation: None.

b. Will the proposal result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

The Mid-Town Area Plan does not propose changes to grading regulations or other construction activities. Projects reviewed under the Mid-Town Area Plan would be required to comply with the provisions of Chapter 33, "Grading and Construction," of the TRPA Code and Chapters 7.15 and 7.20 of the City Code. Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA.

Additionally, in accordance with Section 7.15.100 of the City Code, all projects are required to implement temporary best management practices (BMPs) in accordance with the Handbook of Best Management Practices and maintained throughout the construction period until winterization and installation of permanent BMPs once construction has been finalized.

For additional analysis, see previous discussions for CEQA Questions VII.a. through VII.d.

Environmental Analysis: No Impact.

Required Mitigation: None.

c. Will the proposal result in unstable soil conditions during or after completion of the proposal?

See previous discussions for CEQA Questions VII.a. through VII.d.

Environmental Analysis: No Impact.

Required Mitigation: None.

d. Will the proposal result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

This analysis is tiered from the 2012 Regional Plan Update Environmental Impact Statement. See pages S-47 and 3.7-4 through 3.7-5.

The Mid-Town Area Plan does not propose changes to existing grading, excavation, or ground disturbance requirements and policies. While projects will cause soil disturbance and may change substructures or include excavation beyond 5 feet in depth, they will be subject to existing provisions of TRPA Code of Ordinances. Per TRPA Code of Ordinances Section 33.3.6 all projects including excavations more than 5 feet in depth shall provide for staff review a soils/hydrologic report. Such projects may only be approved if it is demonstrated that there will be no interference or interception of groundwater, that no damage will occur to mature trees which are meant to be maintained, that excavated materials are properly disposed of, and that natural topography is maintained to the extent feasible. Projects with excavation less than 5 feet in depth may be subject to this section should there be a reasonable possibility of groundwater interference or interception occurring.

Additionally, all projects are subject to Chapter 7.20 of the South Lake Tahoe City Code. The purpose of this chapter is, per SLTCC Section 7.20.020: "(1) Regulating grading on both public and private property within the city of South Lake Tahoe to safeguard life, limb, health, property and public welfare; (2) To avoid pollution of watercourses with hazardous materials, nutrients, sediments, or other earthen materials generated on or caused by surface runoff or by aerial deposition of pollutants generated from the permit area on or across the permit area; and (3) To ensure that the intended use of a graded site is consistent with the city of South Lake Tahoe general plan, any specific plans adopted thereto and applicable city of South Lake Tahoe ordinances including the zoning ordinance, flood damage prevention ordinance, environmental review ordinance and applicable chapters of the California Building Code."

Environmental Analysis: No Impact.

Required Mitigation: None.

e. Will the proposal result in the continuation of or increase in wind or water erosion of soils, either on or off the site?

See previous discussions for CEQA Questions VII.a. through VII.d.

Environmental Analysis: No Impact.

Required Mitigation: None.

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

For a discussion of design standards specific to the shorezone of the Mid-Town Area Plan, see items TRPA Questions I.c. and 18.c. The existing land capability system ensures that environmentally

sensitive areas and those with active water channels are not developed or impacted by nearby development. Functioning riparian environments are classified as stream environment zones, which are prohibited from being developed. TRPA Code of Ordinances 61.3.3. prohibits projects or activities within SEZ that would convert the land to a non-native or artificial state, including, but not limited to, clearing biomass, thinning vegetation, or modifying vegetation communities. Some exceptions are provided.

Environmental Analysis: No Impact.

Required Mitigation: None.

g. Will the proposal result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

See discussion for all items under item VII. Geology and Soils. This section discusses that there are no active faults within the plan area and the Local Hazard Mitigation Plan's identification of landslides as a "medium" overall significance (City-wide). The section also discusses the current regulations and requirements of TRPA Code of Ordinances and the California Building Code that require analysis to ensure the project area and excavation scope is appropriate for the parcel.

Environmental Analysis: No Impact.

Required Mitigation: None.

VIII. GREENHOUSE GAS EMISSIONS (CEQA)

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space, a portion of which is absorbed by the earth's surface, and a smaller portion is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are methane (CH4), nitrous oxide (N2O), perfluorochemicals (PFCs), sulfur hexafluoride (SF6) and hydrofluorocarbons (HFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (Intergovernmental Panel on Climate Change, 2014).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years).

GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more carbon dioxide (CO2) is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO2 emissions remain stored in the atmosphere (Intergovernmental Panel on Climate Change, 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Implementation of the Area Plan would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development under the Area Plan would be primarily associated with increases of CO2 and other GHG pollutants, such as CH4 and N2O, from mobile sources, landscaping and construction equipment usage, and from building energy consumption.

Future development that would occur as a result of implementation of the Area Plan would include activities that emit GHG emissions over the short- and long-term. According to the City of South Lake Tahoe Climate Action Plan (CAP), the major predicted impacts of climate change in the plan area are expected to be long-term warming trends, declining snowpacks, variations in precipitation extremes, heightened tree mortality, extended droughts, higher risk of frequent and intense wildfires, changes in streamflow timing, increased algal growth in Lake Tahoe, and substantial threats of aquatic invasive species. The major sources of GHGs in the city include building energy (59 percent), transportation (32 percent), solid waste (7 percent) and water and wastewater (2 percent) (City of South Lake Tahoe, 2020). Short-term and long-term emissions typically associated with the construction and operation of future development with the Area Plan, are further described below.

Short-Term Construction Emissions

Short-term GHG emissions would occur during construction from the use of construction equipment and worker and haul trips to and from the plan area. As required under TRPA's Standard Conditions of Approval For Grading Projects, the project would comply with the following

conditions to reduce GHG emissions during the grading and construction phases of the project. Measures include:

- Limit diesel powered equipment idling time to a maximum of 5 minutes;
- Utilize existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible;
- Use local and sustainable building materials to the extent possible.

The Area Plan incorporates Natural Resources Goal 5 and policies 5.1 and 5.3 of the Area Plan to address short-term construction emissions. These policies require individual projects to employ measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restriction of idling of construction equipment and vehicles; and
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

These measures would reduce construction-generated GHG emissions from plan area development by limiting idling time to reduce unnecessary GHG emissions, reducing truck trips and truck VMT by reusing construction waste and demolition materials and using local and sustainable building materials, and reducing fuel consumption by using electrified or alternative-fueled construction equipment when possible.

Long-Term Operational Emissions

Changes proposed in the current Mid-Town Area Plan would increase residential densities and maximum building heights to encourage residential redevelopment in the Town Center and expand the Town Center boundaries in the plan area, but would not alter the existing TRPA growth management system that caps total development in the Basin. Implementation of the Area Plan would result in development and population growth in the plan area and would contribute GHG emissions to the regional output. However, these increases attributable to the plan area would represent a shift in emissions associated with directing development within the plan area rather than other areas of the Tahoe Basin. Long-term operational sources of GHG emissions associated with subsequent projects under the Area Plan would include area sources (e.g., landscaping equipment, snow removal equipment, wood-burning appliances), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the Basin).

The Mid-Town Area Plan would expand the Town Center boundary from 65 acres to 780 acres and expand both commercial and residential allowed uses throughout the area, including making multifamily dwellings allowed in all districts except the Bijou Recreation District. By increasing the total Town Center area, implementation of the Area Plan would spur redevelopment and encourage

residential uses in this area with the intent of creating a vibrant and walkable downtown environment. Additionally, concentrating residential development in the Town Center, moves residents closer to employment and service centers, which will provide better access to transit, sidewalks, and bicycle facilities, thereby reducing the need for auto travel and reducing daily vehicle trips and vehicle miles traveled. The Area Plan would not increase the capacity for residential units in the Tahoe Basin but would incentivize the development of residential units in a concentrated area that would have otherwise been developed elsewhere in the Basin. Thus, by concentrating residential development in the Town Center of the Area Plan, where people can rely on non-motor vehicle forms of transportation, the Area Plan would result in a decrease of approximately 365 daily VMT from within the City of South Lake Tahoe and approximately 5,389 daily VMT within the Tahoe Basin (see Section XVII, "Transportation"). The reduction in VMT resulting from implementation of the Area Plan would thereby reduce GHG emissions associated with mobile sources.

Future development projects would be required to compare VMT against applicable TRPA screening criteria and standards of significance to determine compliance. Projects that exceed the applicable land use standards of significance would be required to implement project-level mitigation to reduce VMT and pay the TRPA mobility mitigation fee.

Implementation of the Area Plan would also improve energy efficiency in the Plan area. TRPA's GHG Emissions Reduction Policy would require individual projects to implement measures for the reduction of operational GHG emissions. Such measures include the following:

- Use on-site renewable energy, such as photovoltaic systems;
- Exceed building code standards for energy efficiency;
- Install energy-efficient appliances and equipment in new buildings;
- Retrofit existing buildings to exceed energy efficiency building code standards;
- Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility;
- Require minimum passive solar design standards in new buildings;
- Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process; and
- Implement water conservation standards in new development.

These measures would reduce operational GHG emissions in the plan area by installing and utilizing photovoltaic systems to increase renewable energy usage, exceeding building code standards for energy efficiency, installing energy-efficient appliances and equipment to reduce the reliance on electricity and natural gas to power, heat, and cool buildings, and retrofitting existing buildings to exceed energy efficiency building code standards.

Summary

Implementation of the Area Plan would result in short-term (construction) and long-term (operational) GHG emissions. However, the Area Plan would include measures that align with the CAP, General Plan, and Regional Plans requirements to reduce those emissions and impacts. Additionally, implementing the Area Plan would reduce VMT and associated GHG emissions because higher density development near non-motor vehicle forms of transportation would be

incentivized and would reduce GHG emissions associated with building energy use by relying on renewable energy sources such as photovoltaic systems and passive solar when possible, installing energy efficient appliances, and exceeding building code standards for energy efficiency in compliance with TRPA's GHG Emissions Reduction Policy. Thus, the Area Plan would not generate GHG emissions that have a significant impact on the environment and this impact would be less than significant.

Environmental Analysis: Less than significant.

Required Mitigation: None.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Mid-Town Area Plan would not alter, revise, conflict with, or obstruct the regulations pertaining to reducing GHG emissions. Applicable plans, policies, and regulations include the City of South Lake Tahoe General Plan, Tahoe Regional Plan, California Air Resources Board 2022 Scoping Plan, and the City of South Lake Tahoe CAP, which all include policies and regulations aimed towards reducing GHG emissions.

The Area Plan includes many policies that pertain to reducing GHG emissions that align with the plans mentioned above. These policies include Land Use and Community Design policies 1.4 and 2.2. These policies would implement a land use pattern that supports housing supply, transportation, and work opportunities support GHG emission reduction targets, and support diligent implementation of sustainability upgrades. These policies align with General Plan policies LU-1.2, Smart Growth; LU-5.1, Locally-Serving Commercial; LU-5.3, Commercial Center Enhancement; and LU-5.5, Neighborhood Serving Commercial Uses by prioritizing sustainable community designs, creating an environment with ease of access for all modes of transportation that activate streetscapes, and thus reducing VMT and GHG associated emissions. These Area Plan policies would also align the Area Plan with CAP Land Use Actions LUP-1, LUP-2, LUP-3, and LUP-4 by encouraging complete neighborhoods, ensuring a healthy job-to-housing balance by prioritizing dense mixed-use development, and exploring paid on-street public parking.

The Area Plan would also implement VMT reducing policies such as Housing Policy 2.1 and Transportation policies 1.10 and 2.2. These measures would create residential units in conjunction with construction and redevelopment projects to increase pedestrian activity near transit stops and amenities, implement bike parking and storage, and review all developments and how they would affect VMT, requiring mitigation when a project exceeds standards of significance. These measures would align with General Plan policies ED-2.1, TC-1.9, TC-1.16, TC-2.1, TC-2.2, TC-2.4, NCR-5.1, and NCR-5.9 by increasing residential and commercial density while also developing a community that is less car-dependent and centered around transit, biking, and pedestrians, all reducing project-related VMT. These Area Plan policies would also make the Area Plan consistent with the CAP transportation actions COT-1, EDT-1, TDM-1, TR-1, TR-2, and WB-1 by reducing GHG emissions from vehicles by incentivizing walkable and bikeable communities that prioritize increasing community density and mixed-use development. Lastly, as stated above, implementation of the Area Plan would result in a decrease of approximately 365 daily VMT from within the City of South Lake Tahoe and approximately 5,389 daily VMT within the Tahoe Basin. This would enable the

project to meet the VMT reduction goals in the 2025 Regional Transportation Plan Update (2025 RTP/SCS) and with the priorities listed in Appendix D, Local Actions, of the 2022 Scoping Plan. One of the priority areas of the 2022 Scoping Plan includes VMT reduction by enabling more mixed-use, walkable, and compact infill development, which the Area Plan would do by increasing residential and commercial density while introducing more mixed-use land uses.

Natural Resources Policies 5.2 through 5.5 of the Area Plan, would all reduce GHG emissions associated with implementation of the Area Plan. Policy 5.2 would reduce GHG emissions by implementing measures recommended by EDCAQMD and offering incentives for community benefits, and Policy 5.3 encourages the use of low-emissions construction equipment, prohibiting open burning of debris, and reducing idling time for construction equipment and vehicles. Policy 5.4 would hold individual projects to current standards of the California Building Code and Building Energy Efficiency Standards. Policy 5.5 would support the creation of location appropriate renewable energy systems and advocate for the allowance of shared renewable energy systems. Implementation of these policies would align the Area Plan with General Plan policies LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.6, ED-1.1, ED-1.5, ED-1.6, ED-2.7, PQP-1.9, PQP-8.3, NCR-3.7, NCR-5.12 through NCR-5.15, NCR-6.2 through NCR 6-15, NCR-6.18, and NCR-6.19. General Plan policies LU-9.1, LU-9.2, LU-9.3, LU-9.4, and LU-9.6 promote the use of sustainable construction materials, achieving LEED certification for all new buildings, promoting mixed-use development, and incorporating energy efficiency into buildings and facilities. General Plan policies ED-1.1, ED-1.5, ED-1.6, and ED-2.7 promote the development of high-tech, environmentally sustainable, and "green" businesses and the diversification of the economy with mixed-use, environmentally friendly businesses that reduce building energy and VMT. General Plan policies PQP-1.9, PQP-8.3, NCR-3.7, NCR-5.12 through NCR-5.15, NCR-6.2 through NCR 6-15, NCR-6.18, and NCR-6.19 all would reduce GHG emissions associated with the Area Plan by implementing green infrastructure and buildings, encouraging alternative forms of transportation such as biking, electrical vehicles, and walking to reduce VMT, establishing GHG reduction emission targets consistent with AB 32 and SB 375, analyzing and mitigating increases in carbon emissions during project review, increasing the reliance on renewable energy sources such as bio-fuel while reducing the reliance on non-renewable energy sources, incentivizing solar energy that exceeds Title 24 energy efficiency standards, and installing "EPA Energy Star" appliances. Area Plan policies 5.2 through 5.5 of the Natural Resources chapter would also help the Area Plan achieve consistency with CAP actions EB-2, RE-1, RE-2, RE-3, ZNE-1, and ZNE-2 by electrifying buildings, transitioning to more renewable electricity and energy sources, pursuing solar and distributed energy systems, exploring biofuel production, adopting green building standards, and pursuing zero new energy projects. Additionally, the project would support the third priority area of the Local Actions of the 2022 Scoping Plan, Building Decarbonization, by adopting policies and incentive programs to implement energy efficiency retrofits, electrify all appliances and equipment in existing buildings, purchase Energy Star equipment, and facilitating deployment of renewable energy production, distribution, and energy storage through photovoltaic systems.

Although the project does not propose any new parking lots, the City has identified the "Mid-Town Zone," which includes several existing public parking lots, as a potential location for EV charging parking spaces in the City of South Lake Tahoe Electric Vehicle Charger Siting Plan (City of South Lake Tahoe, 2022). Future individual development projects (multifamily residential developments

and non-residential projects) would be required to comply with the California Green Building Standards Code standards (California Code of Regulations, Title 24 Part 11) for EV-capable parking spaces or EV-charging stations.

As described above, the Area Plan includes many policies that would reduce GHG emissions. The Area Plan would reduce GHG emissions by promoting mixed-use development, reducing VMT in the project area, and promoting energy efficiency and the use of renewable energy sources. Thus, the Plan Area would not conflict with the City of South Lake Tahoe General Plan, the Tahoe Regional Plan, the 2022 Scoping Plan, nor the City of South Lake Tahoe CAP. This impact would be less than significant.

Environmental Analysis: Less than significant.

Required Mitigation: None.

IX. HAZARDS AND HAZARDOUS MATERIALS (CEQA)

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

This analysis tiers from the General Plan EIR as the potential effect is the same. (CSLT 2010, pp. 4.3-36 to 4.3-38.)

The primary source of hazardous materials within the plan area is the South Tahoe Public Utility District's wastewater treatment plant. This facility is located at the southern end of the plan area and is where sewage from the City of South Lake Tahoe and the surrounding area is conveyed and treated. Although this region is included in the plan area, the Mid-Town Area Plan identifies no specific improvements. The plan is meant to facilitate future improvements to South Tahoe Public Utility District facilities, for which contingency plans would be developed at that time, alongside an independent environmental analysis.

Construction of new residential and commercial improvements would require the routine transportation and use of hazardous materials, including paints, adhesives, solvents, fuel, lubricants, and other commonly used materials. The transportation of hazardous materials on area roadways is regulated by the California Highway Patrol (CHP), the U.S. Department of Transportation (Hazardous Materials Transportation Act), and Caltrans. Use of these materials is regulated by the DTSC (22 Cal. Code Regs §§66001, et seq.). The use, storage, and transport of hazardous materials by developers, contractors, business owners, and others must comply with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with applicable regulatory agency standards and regulations designed to avoid hazardous material releases. All existing and future developments in the Mid-Town plan area would be required to comply with federal, state, and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials.

The El Dorado County Department of Environmental Management is responsible for consolidating, coordinating, and making consistent the administration requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the County and the Mid-Town plan area. The City has incorporated specific, enforceable requirements and/or restrictions and corresponding performance standards that

address hazardous materials. General Plan Policy HS-6.4 would require private waste collectors to provide household hazardous waste collection programs and Policy HS-6.5 requires private waste collectors to transport hazardous waste during non-peak hours (CSLT 2011, p. HS-7).

All existing and new developments in the Mid-Town plan area would be required to comply with federal, state, and local regulations regarding the handling, transportation, disposal, and cleanup of hazardous materials. Therefore, this impact would be less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The General Plan EIR (2010) identified that development and redevelopment within the City limits could result in the release of hazardous materials into the environment under reasonably foreseeable upset or accident conditions. Exposure to such materials could occur either through routine use or due to accidental release, and it was concluded that this was a potentially significant impact requiring mitigation (CSLT 2010, pp. 4.3-38-39). The General Plan EIR identified two mitigation measures that were incorporated into the final adopted General Plan (2011). Policy HS-6.1 requires existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with El Dorado County guidelines and state law requirements. Policy HS-6.2 requires that all construction activity cease if contamination is discovered on construction projects. Remediation is required to the satisfaction of the appropriate responsible agency (i.e., El Dorado County Department of Environmental Management, Lahontan Regional Water Quality Control Board, Department of Toxic Substances Control, or the City of South Lake Tahoe) (CSLT 2011, p. HS-7).

All existing and new developments under the Mid-Town Area Plan are required to be consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions Therefore, this impact would be less than significant. See analysis for CEQA Question IX.a. above for additional discussion.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As discussed in CEQA Question IX.b, exposure to hazardous materials, substances, or waste could occur either through routine use or due to accidental release. There are two schools within the plan area, the South Tahoe Middle School (STMS) and Lake Tahoe Community College (LTCC), which also contains a preschool.

In order to site and construct a state-funded school, a public school district must complete an extensive and independent statutory review process in accordance with the siting requirements of the California Department of Education. In addition to CEQA review and in order to ensure that each new school site is safe from toxic hazards, new school sites may be subject to review from the following agencies: DTSC, the State Allocation Board, which administers and allocates funding requests, and the Division of the State Architect, which reviews the design, plans, and construction of publicly funded schools. These review processes are most typically done on a site-specific basis. The selection of new public school sites must comply with the California Education Code (including Section 17521, requiring the governing board of the school district to adopt a resolution in connection with consideration of a proposal for occupancy of a building to be constructed on its property, and to conduct a public meeting), and the California Code of Regulations (CCR), Title 5, Sections 14001 through 14012, which outlines the powers and duties and establishes standards with which the California Department of Education and all public school districts must comply in the selection of new school sites. Furthermore, no new schools are planned. Therefore, impacts resulting from the construction of new schools are expected to be less than significant.

The transportation of hazardous materials is regulated by the CHP, U.S. Department of Transportation, and Caltrans. Use, storage, and disposal of hazardous materials is regulated by DTSC as well as local, state, and federal regulations. This applies to both demolition/construction and operation of projects. Facilities that use hazardous materials are required to obtain permits and comply with applicable regulatory agency standards designed to avoid hazardous waste releases.

Underground storage tanks (UST) are common stationary sources of pollution. There are 4 UST sites within the plan area, two of which are within one-quarter mile of the school, including one the same parcel as STMS, serving the Lake Tahoe Unified School District's bus garage. USTs are defined as "any one or combination of tanks, including pipes connected thereto, that is used for the storage of hazardous substances, and that is substantially or totally beneath the surface of the ground" (State Water Resources Control Board, 2025). They are regulated under the Underground Storage Tank Program implemented by the California State Water Resources Control Board, Division of Water Quality. California Health and Safety Code Chapter 6.7 contains statutes relating to UST integrity, licensing, permitting, inspections, corrective action, and other necessary functions to ensure USTs are properly installed, maintained, decommissioned, and when necessary, mitigated.

Table 13: Open Underground Storage Tanks

Facility Name (ID)	Address	UST Status	Distance to School (miles)	
			STMS	LTCC
US Gasoline (CA10202863)	2470 Lake Tahoe Blvd.	Open (3)	1	0.83
Liquor Shack (CA10202863)	2525 Lake Tahoe Blvd.	Open (3)	0.85	0.72
American Gas (CA10202851)	2762 Lake Tahoe Blvd, #1	Open (3)	0.33	0.35
LTUSD/Bus Garage (CA10480414)	1021 Al Tahoe Blvd.	Open (1)	0	0.43

Source: United State Environmental Protection Agency, UST Finder, https://www.epa.gov/ust/ust-finder.

There are 20 Leaking Underground Storage Tank (LUST) Sites within the plan area that have undergone remediation and been closed, and one open case. The open case (T10000021479) concerns potential diesel contamination of soil at the South Tahoe Public Utility District's (STPUD) main operation plant at 1275 Meadow Crest Dr. The case was opened in November of 2023 and, as of 2025 was under investigation for site characterization, risk evaluation, and remediation considerations (State Water Resources Control Board, 2025). This site is within one-quarter mile of LTCC and the on-campus preschool.

The facility at 1275 Meadow Crest Dr. houses STPUD's 7.7 million gallons per day wastewater treatment plant, including infrastructure for separating, treating, and transporting waste and waste byproducts. To address hazards that could potentially compromise these facilities and cause harm to people and property, the South Tahoe Public Utility District Local Hazard Mitigation Plan (LHMP) was adopted in 2017 and most recently revised in 2019. The STPUD LHMP addresses a variety of natural, human, and technological hazards, as well as STPUD's administrative and technical mitigation capabilities. Facilities are rated with a priority level to reinstate or maintain the highest level of operation in compromising events. Plans such as these ensure responses to hazards are quick and orderly.

Polychlorinated biphenyls (PCBs) were widely used during the period when much of the development within the Mid-Town plan area occurred. It is likely that electrical transformers and industrial products currently located within the area contain PCBs and other heavy metals. Trace amounts may be present where such uses previously existed but were not properly decommissioned or demolished. Other chemicals that may be present include pesticides, herbicides, and fertilizers. Even when used prior to bans, certain chemicals and components may still be detectable due to differing decomposition rates and environments. Sensitive receptors such as children, the elderly, or hospital patients can be significantly affected by these emissions and are a primary concern for exposure.

All existing and new developments under the Mid-Town Area Plan are required to and will implement and are consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant. See analysis for CEQA item IX.a. for additional discussion.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state and local agencies and developers to comply with California Environmental Quality Act (CEQA) requirements for providing information about the

location of hazardous materials sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal-EPA) to annually update the Cortese List. The Cortese List was accessed on June 22, 2026, at which time there were no sites listed within the plan area or the City of South Lake Tahoe.

Additionally, the California "Department of Toxic Substance Control (DTSC) Public Envirostor Data including Cleanup, Hazardous Waste and Inspection sites" does not identify any sites within the plan area or the greater south shore region of Lake Tahoe. This data was last updated on November 9, 2021.

Environmental Analysis: No impact.

Required Mitigation: None.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Airport Land Use Comprehensive Plans (ALUCPs) are documents that ensure that future land uses in areas around an airport are compatible with its continued operation while safeguarding the welfare of people who live in the airport vicinity and the general public. More specifically, the ALUCP should act as a guide for the Airport Land Use Commission (ALUC) and local jurisdictions in safeguarding the general welfare of the public as the area surrounding the airport develops. The ALUCP also serves as a tool for the ALUC in fulfilling its duty to review airport and land use development proposals within the Airport Influence Area (AIA). The ALUCP provides the standards, criteria, and policies on which the compatibility of proposed local land use policy actions is determined. The ALUCP includes land use policies to protect the public from airport-related noise, to protect air traffic from hazards associated with development, and to limit the who would be to the risk of an aircraft accident.

The City of South Lake Tahoe Planning Commission, acting in its capacity as the South Lake Tahoe Airport Land Use Commission, adopted an updated Airport Land Use Compatibility Plan (ALUCP) on September 12, 2019.

Safety Zones 4 and 6 (Figure 11) overlay portions of the plan area. Zone 6 is the Airport Traffic Pattern Zone. It is the least restrictive, and all uses are compatible. Safety Zone 4 is the Outer Approach/Departure Zone, with uses ranging from compatible to incompatible. Non-residential densities are limited per Table 4-2 of the ALUCP (Environmental Science Associates (ESA), 2019).

Noise contour bands for 50-55 CNEL (dB) and 55-60 CNEL (dB) overlay portions of the Mid-Town plan area (Environmental Science Associates (ESA), 2019, pp. Figure 4-1). All uses are compatible in the 50-55 dB range. Single-family dwellings, secondary residences, mobile home dwellings, schools, and threshold-related research facilities are conditionally compatible in the 55-60 dB range. Conditionally compatible uses will experience moderate noise interference with outdoor activities and with indoor activities when windows are open. The uses shall be allowed so long as outdoor activities are minimal, and construction features are included that reduce interior noise levels to 45 dB.

All of the Mid-Town Area Plan is located within the ALUCP Overflight Notification Zone. ALUCP Policy OP-2 requires all residential development in the Mid-Town Area Plan to record an Overflight Notification Document disclosing that the property is within the vicinity of an airport and the property may be subject to inconveniences associated with airport operations.

Beyond the requirements of the ALUCP to moderate noise interference and annoyance, the Mid-Town Area Plan includes standards and policies to protect quality of life for residents. Screening requirements are included as well as the following policies to strengthen protection.

- **Policy 3.1 Noise Mitigation for Residential Uses** Residential projects fronting US Hwy 50/Lake Tahoe Blvd shall include features that mitigate transportation related noise pollution, such as vegetation buffers and air conditioning.
- **Policy 3.2 Airport Noise** Review all projects against Noise Compatibility Criteria (Table 4-1) of the Airport Land Use Compatibility Plan (ALUCP) to avoid establishing noise-sensitive uses in affected areas.
- **Policy 3.3 Transportation Noise** Require mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan at all outdoor activity areas and interior spaces of existing noise-sensitive land uses.
- **Policy 3.4 Acoustic Analysis** Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or anticipated exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan.
- **Policy 3.5 Ground Bourn Noise** Require an analysis of potential vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

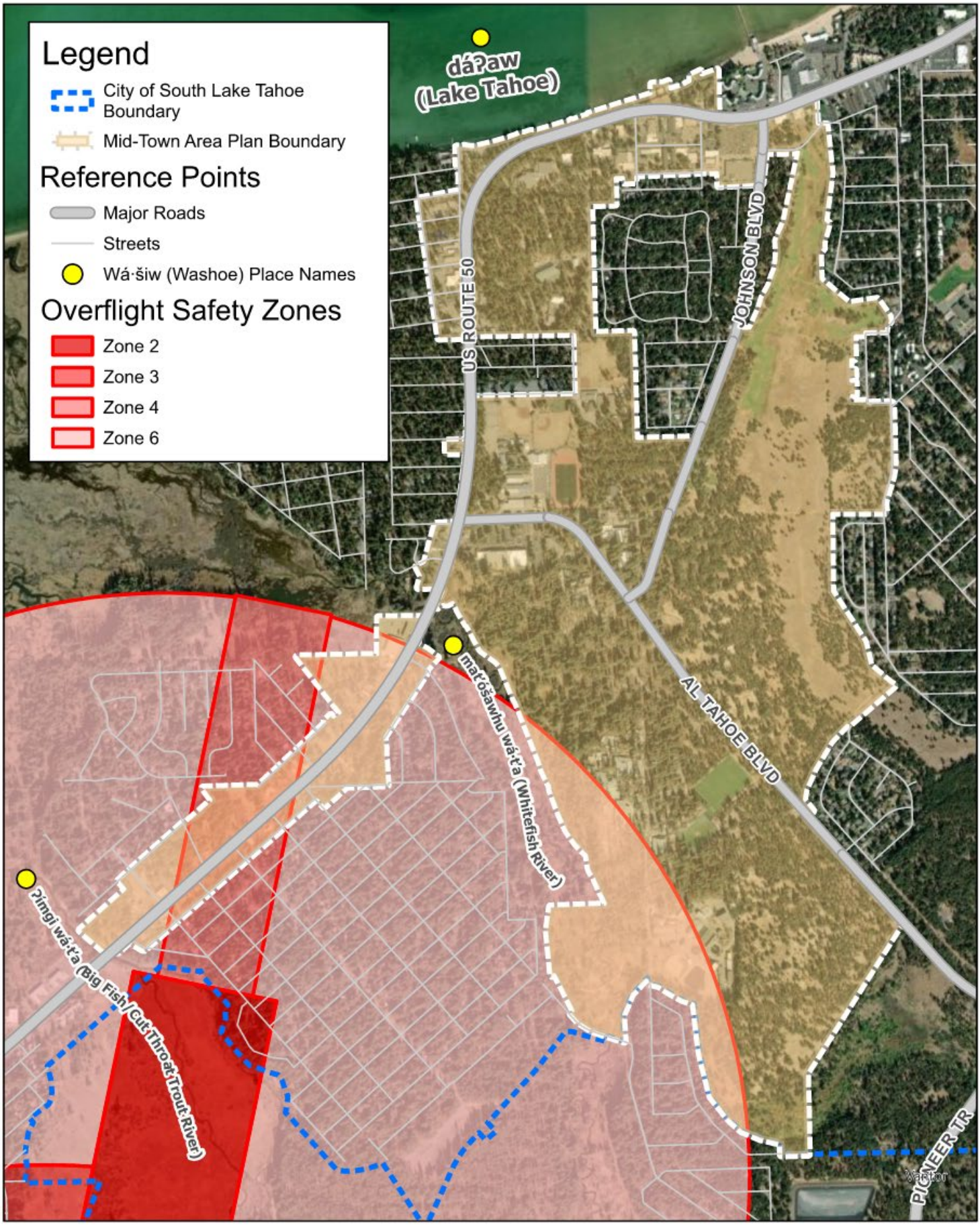


Figure 11: Lake Tahoe Airport Overflight Safety Zones

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

This matter is discussed in TRPA Question 10.b and XX.

Environmental Analysis: No impact.

Required Mitigation: None.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

This matter is discussed in TRPA Questions 10.b and XX.

Environmental Analysis: No impact.

Required Mitigation: None.

10. RISK OF UPSET (TRPA)

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

See analysis for CEQA Questions IX.a, b, and c.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal involve possible interference with an emergency evacuation plan?

The City of South Lake Tahoe is responsible for emergency operations within the city limits. The City has adopted a Local Hazard Mitigation Plan (adopted October 2022), which has been approved by the Federal Emergency Management Agency (FEMA). This plan provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications.

Chapter 1.15 of the City Code provides for the preparation and implementation of plans for the protection of persons and property within the City in the event of an emergency and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. The City Manager, or his designee, serves as the director of emergency services and is empowered to proclaim an “emergency”, or to issue an emergency proclamation. The City has adopted General Plan policies in the Health and Safety Element: Policy HS-1.1 requires the City to periodically review and update the City’s Local Emergency Operations Plan; Policy HS-1.3 requires the City to maintain a reverse 911 system; and HS- 1.4 requires the City to identify pre-planned areas for disaster staging and evacuations (CSLT 2011, p. HS-2).

In addition to the City’s Local Hazard Mitigation Plan, Tahoe Basin coordination is addressed in the Lake Tahoe Regional Evacuation Plan (2024), which identifies primary and alternate evacuation routes, traffic management strategies, and inter-agency communication and notification

procedures for a range of emergency scenarios, including wildfires and severe winter storms. The 2024 Regional Evacuation Plan provides a coordinated, multi-jurisdictional framework that aligns the evacuation roles and responsibilities of the City of South Lake Tahoe and surrounding counties, as well as state and tribal partners, across the Basin. Implementation of this Area Plan would occur within that existing framework and would not alter designated evacuation routes, reduce roadway capacity on critical evacuation corridors, or otherwise conflict with or impair implementation of the Lake Tahoe Regional Evacuation Plan (2024) or applicable local emergency operations plans; therefore, the Area Plan would not interfere with an adopted emergency response or evacuation plan and would result in a less-than-significant impact related to emergency access and evacuation.

Indirect effects on emergency response occur when construction and roadway improvements result in temporary and permanent changes in circulation patterns and individual site access. Construction can often disrupt emergency response and thus adversely affect response coordinated through local emergency plans. Construction-related impacts would be temporary – lasting only as long as construction – and overall traffic improvements are expected to enhance circulation within the plan area, resulting in a net decrease in response times.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

17. HUMAN HEALTH (TRPA)

a. Will the proposal result in creation of any health hazard or potential health hazard (excluding mental health)?

See analysis for CEQA Questions IX.a, b, and c.

Environmental Analysis: No impact.

Required Mitigation: None.

b. Will the proposal result in exposure of people to potential health hazards?

See analysis for CEQA Questions IX.a, b, and c.

Environmental Analysis: No impact.

Required Mitigation: None.

X. HYDROLOGY AND WATER QUALITY (CEQA)

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Development under the Mid-Town Area Plan may result in temporary water quality impacts to surface runoff from construction and increases in impervious coverage. These improvements, however, are required to comply with existing policies related to installation and retrofitting of best management practices (BMPs), mitigation of coverage impacts, and implementation of area-wide stormwater treatment systems. These policies are intended to offset negative water quality impacts

of development and generally go further, resulting in a net reduction of pollutant loads to Lake Tahoe when compared to the baseline conditions.

All public and privately owned lands shall install BMPs in accordance with the Best Management Practices Handbook. The requirement to install BMPs is determined by the scope of a proposed project. These may include temporary BMPs that are added to construction sites and maintained throughout the construction until winterization and permanent BMPs are in place. Permanent BMPs shall be present and maintained in operating order for the lifetime of a development. While most BMPs are designed to capture and infiltrate stormwater, some are intended to prevent soil disturbance on undeveloped land, generally by blocking vehicle access.

TRPA Code of Ordinances 30.6 discusses the excess land coverage mitigation program. Excess coverage is most often mitigated by retiring coverage or paying an excess coverage mitigation fee, both of which contribute to threshold attainment. The reduction of coverage ensures the coverage system is upheld, while mitigation fees contribute to stream restoration projects or area-wide stormwater treatment systems. Area-wide systems are most often implemented to treat shared spaces such as roadways, though they can be designed to accommodate runoff from private parcels. These systems oftentimes receive more frequent maintenance, resulting in more significant reductions in sediment load entering Lake Tahoe. The Mid-Town Area Plan presents Sandy Way and the surrounding area as having high potential for an areawide treatment. Projects such as these, however, can take years to design, fund, and implement.

While the proposed Town Center expansion creates the potential for 122 acres or 5,345,230 square feet of new coverage within the overlay, the water quality benefits of concentrated coverage are significant, both within and outside of the project area. To use the Town Center coverage incentive for coverage up to 70% of the project area, coverage must be transferred from elsewhere in the Basin. Moreover, only high-capability lands are eligible for coverage beyond the base allowed, ensuring that full infiltration BMPs are possible. All land coverage transfers are subject to TRPA Code of Ordinances Section 30.4.3 regarding the transfer of coverage. Additional coverage within the Town Center does not result in a net increase of coverage within the Basin.

Coverage must be transferred from elsewhere, oftentimes from sensitive areas or parcels further from amenities and services. The coverage transfer system is designed to incentivize transfers of coverage from sensitive lands, which are allowed at a 1:1 ratio. A 1:1 ratio also applies to transfers from nonsensitive lands up until the receiving parcel is at 50% coverage. Any additional coverage transferred from nonsensitive lands shall be at the ratios as pursuant to TRPA Code of Ordinances Section 30.4.3.A.2.b. For each parcel of one acre that is developed to 70% coverage using coverage transferred from nonsensitive lands, twice as much coverage is transferred as is used onsite (2:1 ratio). This results in a net reduction and retirement of 8,712 square feet of coverage per acre. Should the 123 acres of new Town Center all be developed or expanded to 70% using transfers from nonsensitive lands, 24.6 acres of coverage will be permanently retired.

Section 303(d) of the Clean Water Act lists Lake Tahoe as an impaired water due to excessive levels of nitrogen, phosphorus, and fine sediments. This designation requires the state to develop a Total Maximum Daily Load (TMDL) plan to determine necessary pollutant load reductions to accomplish California's Lake Tahoe transparency standard of roughly 97 feet over an estimated 65-year implementation period. In 2011, the Lahontan Regional Water Quality Control Board (Lahontan)

established load reduction targets to be reevaluated every five years to assess each jurisdiction's progress towards meeting these goals. Each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit is required to reduce the baseline pollutant load within its jurisdiction by the amounts shown in Table 4.

In 2016, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Update Report, which was subsequently incorporated into the City's NPDES permit. The City's load reduction requirement through 2026 under the NPDES permit is shown in Table 5. The City completed development of a Pollutant Load Reduction Plan (PLRP), defining feasible and cost-effective pathways to comply with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP, which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets as set forth in the City's NPDES permit. The PLRP was submitted to Lahontan in October 2021 and updated in September 2023 as required by the NPDES permit. The City is currently on track to reach the required Lake Clarity Credits (credits). Credits are used to account, track and report load reductions across multiple pollutant types.

Section 60.1.3. of the TRPA Code, which includes standards for discharge limits to surface and ground waters, and Chapter 7.15 of the City Code regulate urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Mid-Town Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Control Board and the City's municipal stormwater discharge permit.

Groundwater interception or interference is prohibited under Section 33.3.6 of the TRPA Code, except under certain circumstances, described as follows:

1. Excavation is prohibited that interferes with or intercepts the seasonal high water table by:
    a. Altering the direction of groundwater flow;
    b. Altering the rate of flow of ground water;
    c. Intercepting ground water;
    d. Adding or withdrawing ground water; or
    e. Raising or lowering the water table.
2. TRPA may approve exceptions to the prohibition of groundwater interception or interference if TRPA finds that:
    a. Excavation is required by the International Building Code (IBC) or local building code for minimum depth below natural ground for above ground structures;
    b. Retaining walls are necessary to stabilize an existing unstable cut or fill slope;
    c. Drainage structures are necessary to protect the structural integrity of an existing structure;
    d. It is necessary for the public safety and health;
    e. It is a necessary measure for the protection or improvement of water quality;
    f. It is for a water well;
    g. There are no feasible alternatives for locating mechanical equipment, and measures are included in the project to prevent groundwater from leaving the

project area as surface flow, and any groundwater that is interfered with is rerouted in the ground water flow to avoid adverse impacts to riparian vegetation;

h. It is necessary to provide two off-street parking spaces, there is no less environmentally harmful alternative, and measures are taken to prevent groundwater from leaving the project area as surface flow;

i. It is necessary to provide below grade parking for projects that qualify for additional height under subsection 37.5.4 or 37.5.9 to achieve environmental goals, including scenic improvements, land coverage reduction, and area-wide drainage systems. Measures shall also be included in the project to prevent ground water from leaving the project area as surface flow and that any groundwater, that is interfered with is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees; or

j. It is necessary for a marina expansion approved pursuant to Chapter 14: Specific and Master Plans, and the environmental documentation demonstrates that there will be no adverse effect on water quality.

Where active hazardous materials release sites are located (see CEQA Question IX) there is the potential for surface water infiltration associated with BMPs to disturb and/or distribute the pollutants further prior to remediation. The EPA recommends keeping uncontaminated stormwater separate from contaminated soils and water to prevent leaching and spreading of contaminants. Though both parcel-specific BMP systems and area-wide systems have the potential to create this adverse impact by infiltrating stormwater, area-wide systems are typically implemented by government entities, and their scale requires detailed site reconnaissance and environmental analysis, including evaluation of Source Water Protection Maps in accordance with TRPA Code section 60.3. Therefore, it is more likely that the potential for this impact would be identified and mitigated through an area-wide system than a parcel-specific BMP system implemented by a private property owner. The possibility of surface water infiltration where active release sites are located is a less than significant impact due to the existing monitoring of such sites. The only open Leaking Underground Storage Tank (LUST) identified within the plan area is discussed in CEQA Question IX (State Water Resources Control Board, 2025). As of 2025 this site was under investigation for site characterization, risk evaluation, and remediation considerations. The Cortese List, as discussed in CEQA Question IX was accessed on June 22, 2026, at which time there were no sites listed within the plan area or the City of South Lake Tahoe. Additionally, the California "Department of Toxic Substance Control (DTSC) Public Envirostor Data including Cleanup, Hazardous Waste and Inspection sites" does not identify any sites within the plan area or the greater south shore region of Lake Tahoe. This data was last updated on November 9, 2021.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?

Water to the plan area and greater South Lake Tahoe region, including portions of El Dorado County, is provided by South Tahoe Public Utility District (STPUD). The system consists of 11 active wells and 4 standby wells and is entirely dependent on groundwater. STPUD does not use surface water sources, including Lake Tahoe, for their potable supply.

STPUD's 2020 Urban Water Management Plan (UWMP) was adopted in June 2020 to satisfy California's Urban Water Management Planning Act. The plan is a management tool for ensuring a reliable-long term water supply and should not be treated as a detailed project development or action plan. Key areas of the UWMP include existing water demand; available water supply; supply reliability and projections; and water shortage contingency plans. The UWMP looks forward to 2045, which roughly matches the 20-year timeframe of the Mid-Town Area Plan.

The largest variables considered in STPUD's water supply and demand projections are population growth rates, groundwater basin yield, and climate, specifically reliability under drought conditions. The potential for the Mid-Town Area Plan to cause population growth is discussed in CEQA Question XIV.a. Significant growth is not expected to be caused by the Mid-Town Area Plan; rather, development is expected to shift to the Mid-Town area where amenities, services, and infrastructure is available; alternative transportation is more readily available; and development standards are conducive to more dense residential developments. UWMP's projected water demands use the California Department of Finance's El Dorado County growth rate of 0.37% annually. At this rate, the potable demand is projected to increase from 5,778 000 acre-feet per year (AFY) in 2020 to 6,338 AFY in 2045, an increase of 560 AFY over 25 years. During an average year, the groundwater available for extraction in the Tahoe South Subbasin is 32,050 AFY (South Tahoe Public Utility District (STPUD), 2020, pp. 7-3, Table 7-2: Retail: Basis of Water Year Data (Reliability Assessment). STPUD is operating well below this level and is expected to remain within sustainable yield into the future. Under standard conditions, natural groundwater recharge can be expected to sufficiently serve the greater South Shore community at the anticipated growth rate.

STPUD's UWMP also analyses groundwater supply under single-dry-year and multiple-dry-year conditions. UWMP's multiple-dry-year analysis shows that even in the modeled fifth consecutive dry year, projected supply remains above projected demand (South Tahoe Public Utility District (STPUD), 2020, pp. 7-3, Table 7-2: Retail: Basis of Water Year Data (Reliability Assessment). The plan shows 13,851 AFY of supply against 6,432 AFY of demand in 2045 under this scenario, with a remaining margin of 7,419 AFY. The UWMP states that the Tahoe South Subbasin has historically shown little to no response to hydrologic year types, and that STPUD's supply was not severely impacted during the 2012–2016 statewide drought emergency. Additionally, it is noted that the groundwater basin may produce more than Table 7-2 shows, because it reflects the volume STPUD's wells would pump to meet demand rather than the basin's absolute maximum yield.

Section 8 of the UWMP is Water Shortage Contingency Planning. It identifies graduated demand-reduction measures that would be implemented during water shortages and drought conditions to maintain reliable service and reduce discretionary water use. At lower shortage levels, STPUD emphasizes anti-waste requirements and controlled outdoor water use, including requirements to repair plumbing and irrigation leaks, use of automatic shutoff nozzles on hoses, limits on irrigation days and duration, restrictions on washing hard surfaces except where necessary for fire protection or sanitation, and service of drinking water by restaurants only upon request. At more severe shortage levels, these measures remain in effect and are supplemented by additional restrictions, including prohibitions on filling uncovered outdoor pools, prohibitions on ornamental fountains unless water is recirculated, stricter limits on landscape irrigation frequency, and prohibitions on irrigation for landscaping associated with new construction. Under emergency shortage conditions,

STPUD may continue and intensify these measures and apply additional enforcement or service restrictions as necessary to protect public health and maintain system reliability.

As the Mid-Town Area Plan's is determined to have a less than significant impact on population growth, the UWMP is an accurate projection of STPUD's ability to serve the surrounding area for the foreseeable future. STPUD is generally drought-resilient and expects to have adequate groundwater supply through 2045.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

See analysis for CEQA Question VII.c, and TRPA Questions 1.a, and 1.b. All projects are required to install best management practices (BMPs) per TRPA Code of Ordinances

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

See analysis for items CEQA Questions VII.c, and TRPA Questions1.a, and 1.b. All projects are required to install best management practices (BMPs) per TRPA Code of Ordinances

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

See analysis for CEQA Question VII.c, and TRPA Questions 1.a, and 1.b. Coverage limitations are discussed in TRAP Questions 3.b. and 1.a. All coverage is required to be treated by onsite BMPs per TRPA Code of Ordinances. The Area Plan does not alter coverage limitations.

Environmental Analysis: Less than Significant Impact.

Required Mitigation: None.

(iv) impede or redirect flood flows?

While there are existing developments and disturbances within the 100-year floodplain, new developments are limited by TRPA Code of Ordinances 35.4.2. Development allowed

under this section is strictly regulated. Through project review, it must be determined that there is no reasonable alternative location.

See TRPA Question 3.c. for further discussion of possible alterations to the course or flow of 100-yearflood waters due to the Mid-Town Area Plan. The policies and review procedures discussed will limit impacts to flood flows to a less than significant level.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project inundation is unlikely to cause increased risk of pollutant exposure as the plan area is largely developed. Most new developments would be considered infill, and infrastructure would be the minimum necessary to service such uses.

The Department of Conservation's Tsunami Hazard Area Map (State of California Depatment of Conservation) does not identify any part of the City of South Lake Tahoe as being in a tsunami hazard area. This area includes the maximum reasonable tsunami runup distance based on a 975-year average return period tsunami event model.

The United States Federal Emergency Management Agency (FEMA) states that any area with a 1% or higher chance of experiencing a flood each year is considered to have a high risk. There are several areas in Mid-Town within the 100-year floodplain or 1% annual chance flood hazard zone. While there are existing developments and disturbances within the 100-year floodplain, new developments are limited by TRPA Code of Ordinances Section 35.4.2. Development allowed under this section is regulated strictly and must make findings demonstrating that there is no reasonable alternative location.

A seiche is a type of wave, causing oscillations in the water level of an enclosed body of water. Seiches are most often caused by changes in atmospheric pressure, though there is geological evidence of seiche waves in Lake Tahoe being caused by earthquakes (Ichinose, 2000). See Geology and Soils, CEQA Questions VII.a.i and iii for further discussion regarding risk of loss, injury, or death involving earthquakes.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in item CEQA Questions X.b. above, the Mid-Town Area Plan is expected to have a less than significant impact on water quality control or sustainable groundwater management plan. Water quality control is discussed further in TRPA Question 3.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

3. WATER QUALITY (TRPA)

a. Will the proposal result in changes in currents, or the course or direction of water movements?

The Mid-Town Area Plan would not result in changes to currents, or the course or direction of water movements. Stream modifications are limited by the provisions of Chapter 63 of the TRPA Code, which requires protection of fish resources, and Sections 61.3.3 and 30.5, which require protection of SEZ areas, thereby protecting streams as well. Any project with the potential to modify water flow, direction, or movements would be subject to subsequent permitting and environmental review, and TRPA Code sections described above, as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Per TRPA Code of Ordinances Section 33.3.6, all projects involving excavations more than 5 feet in depth shall provide for staff review of a soils/hydrologic report. Such projects may only be approved if it is demonstrated that there will be no interference or interception of groundwater, that no damage will occur to mature trees which are meant to be maintained, that excavated materials are properly disposed of, and that natural topography is maintained to the extent feasible. Projects with excavation less than 5 feet in depth may be subject to this section should there be a reasonable possibility of groundwater interference or interception occurring.

Environmental Analysis: No.

Required Mitigation: None.

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

The Mid-Town Area Plan proposes to significantly expand the Town Center from approximately 65 acres to 404 acres. With this change, almost half of the plan area will be included within the Town Center boundary. The Town Center boundary correlates to water absorption and drainage in that parcels within the Town Center are allowed coverage beyond the parcel's base allowed coverage as determined by the Bailey's System (Land Capability Classifications of the Lake Tahoe Basin, Bailey, R. G. 1974) or the Individual Parcel Evaluation System (IPES). Additional coverage allowed in Town Centers is limited to high-capability lands and will not apply to 30.5 acres or 8 percent of the expanded Town Center area.

Without the Town Center expansion, TRPA Code of Ordinances Section 30.4.2.B.2. allows commercial and mixed-use facilities located within community plans approved pursuant to TRPA Code Chapter 12, but not within a Center of a Conforming Area Plan, up to 50 or 70 percent coverage based on the development status and development date of the parcel. Under this provision, even without a Town Center expansion, adoption of the Mid-Town Area Plan would result in the potential for 2,047,320 new square feet (47 acres) of coverage in the plan area. The majority of the Bijou/Al Tahoe Community Plan area is developed, thus, a maximum of 50 percent allowable coverage was used per TRPA Code of Ordinances Section 30.4.2.B.2. The Town Center expansion allows all included parcels up to 70 percent coverage so long as they are high-capability lands. This increases the new potential coverage to 5,345,230 square feet (122 acres) within the plan area. To

use this coverage incentive, projects must use coverage from elsewhere in the Basin, adhering to TRPA Code of Ordinances Section 51.1 regarding the transfer of development. By locating coverage in Town Centers, near existing development, and on high-capability lands, coverage is limited elsewhere.

All coverage, base allowed and transferred coverage, is required to be accompanied by stormwater conveyance and treatment. The Mid-Town Area Plan does not propose to alter regulations around onsite treatment of stormwater. All projects developed will be required to install best management practices (BMPs) to minimize rainwater/snowmelt runoff and erosion. BMP requirements are outlined in TRPA Code of Ordinances Chapter 60, which requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property or meet alternative standards in instances where site constraints are present, such as high groundwater. The Area Plan refers to the Tahoe BMP Handbook for installation methods, details, and maintenance. TRPA Code of Ordinances Chapter 60 and the BMP Handbook are already applicable to sites within the project area. The Mid-Town Area Plan does not constitute a change for this purpose.

Furthermore, the Mid-Town Area Plan proposes numerous area-wide improvements, which would include stormwater conveyance and treatment. Area-wide stormwater improvements generally target roadways and, once implemented, have the largest positive impact on reducing fine sediments reaching Lake Tahoe.

Environmental Analysis: No.

Required Mitigation: None.

c. Will the proposal result in alterations to the course or flow of 100-year flood waters?

Floodplains are regulated by Section 35.4 of the TRPA Code or Chapter 6.65 of the City Code. Portions of the plan area surrounding Lake Tahoe Community College and through Bijou Golf Course and Meadow are within the 100-year floodplain. Future development within such areas would be required to meet the requirements of Section 35.4 of the TRPA Code or Chapter 6.65 of the City Code. Aside from exceptions in TRPA Code of Ordinances 35.4.2(A), (B), (C), or (D), new development within the 100-year floodplain is prohibited. Improvements would be limited to those receiving such exceptions or for redevelopment of already disturbed areas. Development of already disturbed areas within the 100-year floodplain shall be required to demonstrate compliance with City Code 6.15.110 *Criteria for prevention of flood damage*.

The Mid-Town Area Plan recognizes the danger and harmful nature of developing floodplains and has incorporated the TRPA findings as referenced above in the following policy:

- **Policy 1.1 Floodplain Development** Do not allow additional development in 100-year floodplains unless the findings of TRPA Code of Ordinances 35.4.2(A), (B), (C), or (D) are made.

See further discussion above in TRPA Questions 3.b and below in 3.f.

Environmental Analysis: No.

Required Mitigation: None.

d. Will the proposal result in changes in the amount of surface water in any water body?

The Mid-Town Area Plan would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Consistent with existing conditions, projects that could occur under the Mid-Town Area Plan that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 and 60 of the TRPA Code. These regulations pertain to the provision of basic services to projects and the protection of source water.

Because the regional water demand at build-out would be less than the regional surface water allocation analyzed in the RPU EIS, and because TRPA Code Section 32.4 requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the Mid-Town Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies. Thus, this impact would be less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

e. Will the proposal result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

This potential effect is the same as those analyzed in the TRPA Regional Plan Update and, therefore, this analysis incorporates by reference the RPU EIS. (TRPA 2012a, p. 3.8-24 to 3.8-31.) Also see discussion and analysis for TRPA item 3.d. above.

Chapter 60 of the TRPA Code, which includes standards for discharge limits to surface and ground waters, and Chapter 7.15 of the City Code, which regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Mid-Town Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Control Board and the City's municipal stormwater discharge permit. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with The City's Stormwater Management Plan (2007).

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

f. Will the proposal result in alteration of the direction or rate of flow of ground water?

The Mid-Town Area Plan does not propose changes to existing grading, excavation, or ground disturbance requirements and policies. While projects will cause soil disturbance and may change substructures or include excavation beyond 5 feet in depth, they will be subject to existing provisions of the TRPA Code of Ordinances. Per TRPA Code of Ordinances Section 33.3.6, all projects including excavations more than 5 feet in depth, shall provide for staff review a soils/hydrologic report. Such projects may only be approved if it is demonstrated that there will be

no interference or interception of groundwater, that no damage will occur to mature trees which are meant to be maintained, that excavated materials are properly disposed of, and that natural topography is maintained to the extent feasible. Projects with excavation less than 5 feet in depth may be subject to this section should there be a reasonable possibility of groundwater interference or interception occurring.

Additionally, all projects are subject to Chapter 7.20 of the South Lake Tahoe City Code. The purpose of this chapter is, per SLTCC Section 7.20.020: "(1) Regulating grading on both public and private property within the city of South Lake Tahoe to safeguard life, limb, health, property and public welfare; (2) To avoid pollution of watercourses with hazardous materials, nutrients, sediments, or other earthen materials generated on or caused by surface runoff or by aerial deposition of pollutants generated from the permit area on or across the permit area; and (3) To ensure that the intended use of a graded site is consistent with the city of South Lake Tahoe general plan, any specific plans adopted thereto and applicable city of South Lake Tahoe ordinances including the zoning ordinance, flood damage prevention ordinance, environmental review ordinance and applicable chapters of the California Building Code."

Environmental Analysis: No.

Required Mitigation: None.

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

See analysis for TRPA Questions 3.b. and 3.f. above, which concludes no impact to a less than significant impact.

Environmental Analysis: No.

Required Mitigation: None.

h. Will the proposal result in substantial reduction in the amount of water otherwise available for public water supplies?

See analysis for TRPA Questions 3.b. and 3.f. above, which concludes no impact to a less than significant impact.

Environmental Analysis: No.

Required Mitigation: None.

i. Will the proposal result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

See analysis for item TRPA Question 3.c. above, which concludes a less than significant impact. Hazards from wave and seiche action are discussed in CEQA Questions X.d. and concludes a less than significant impact.

Environmental Analysis: No.

Required Mitigation: None.

j. Will the proposal result in the potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

All existing state and local protections for ground water remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code and Chapter 7.15 of the City Code) would continue to be required for all properties within the Area Plan. See also TRPA Question 3.j. below for additional regulations for uses within 600 feet of drinking water sources.

See also TRPA Question IX.c. for discussion of underground storage tanks.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

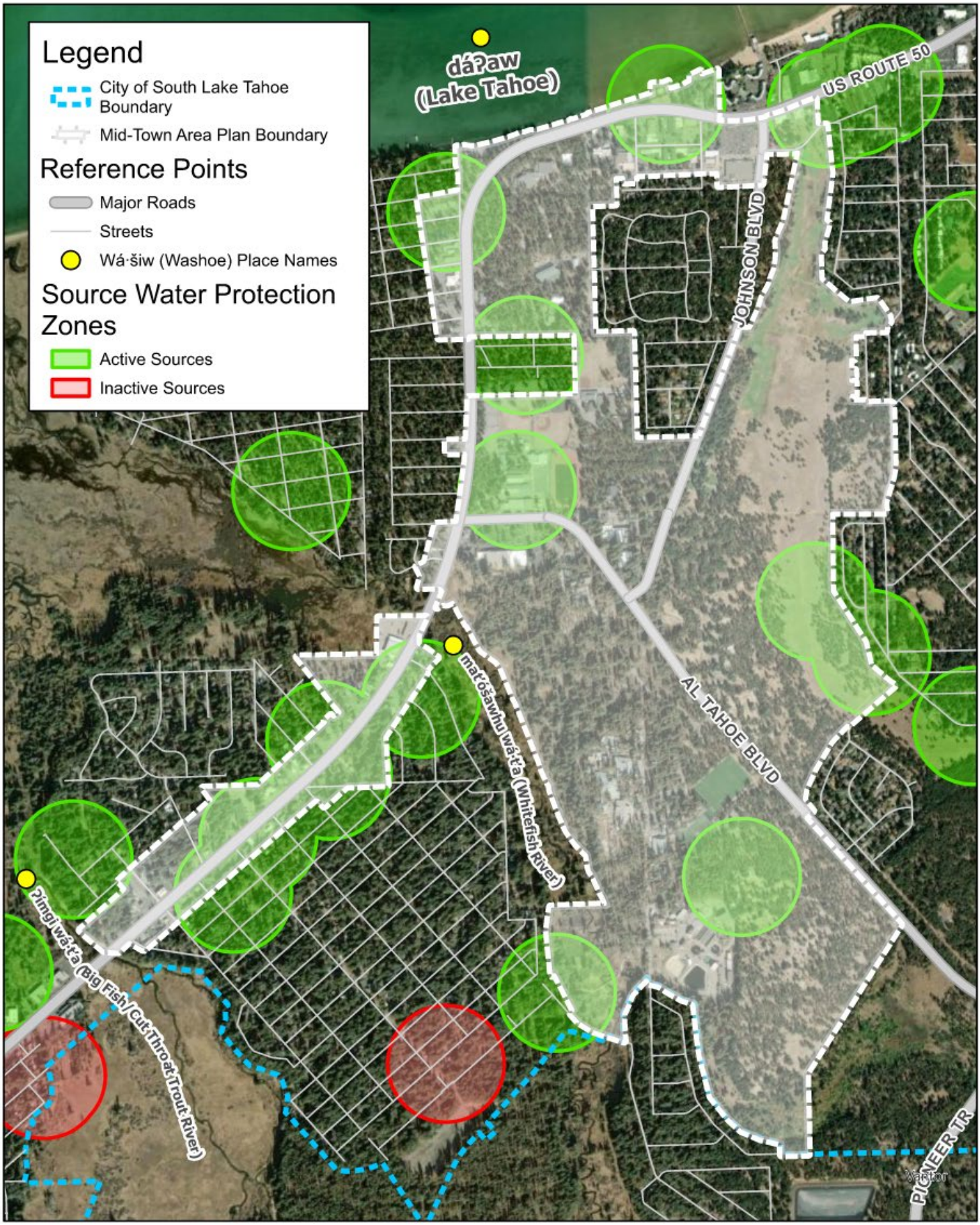


Figure 12: Source Water Protection Zones

City of South Lake Tahoe Mid-Town Area Plan

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

The plan area includes parcels that are within 600 feet of a drinking water source. These areas are considered "source water protection zones" (Figure 12). Possible contaminating activities may not be approved within these zones unless all findings of the TRPA Code of Ordinances 60.3.3(D) are made. Possible contaminating activities are defined by TRPA as "activities equivalent to TRPA primary uses identified by either the California Department of Public Health or the Nevada Bureau of Water Quality Planning, regardless of where the project is located, as having the potential to discharge contaminants to surface or groundwaters." Uses include the following:

Residential	Domestic animal raising
Commercial	Service stations, auto repair and service, business support services, laundries and dry-cleaning plant, repair services, batch plants, fuel and ice dealers, industrial services, recycling and scrap, storage yards, vehicle storage and parking, vehicle and freight terminals
Public Service	Airfields, landing strips, and heliports; collection stations, hospitals, local public health and safety facilities; regional public health and safety facilities; power generating, public utility centers, schools, transit stations and terminals
Recreation	Beach recreation, boat launching facilities, developed campgrounds, golf courses, marinas, recreational vehicle parks, rural sports
Resource Management	Timber stand improvement, grazing, range pasture management, runoff control
Shore zone	Construction equipment storage, seaplane operations, tour boat operations, water-oriented outdoor recreation concessions

Consistent with existing conditions, permit applicants within 600 feet of a drinking water source would be required to demonstrate compliance with the source water protection provisions in Chapter 60 of the TRPA Code. Thus, this impact would be less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None

XI. LAND USE AND PLANNING (CEQA)

a) Would the project physically divide an established community?

The most common form of community division resulting from land-use decisions is the creation of large roadways or freeways that bisect established communities. The Mid-Town Area does not propose any new roadways or freeways; there is no potential for community division in that sense. Community division on a smaller scale can occur when large developments block access to or through adjacent parcels. The potential for new development is quite limited, as the area is currently 79.4% developed. Of the 20.6% vacant area (143.9 acres), 65% (93.79 acres) is owned by the South Tahoe Public Utility District, with plans to be developed as needs of the wastewater facility grow.

The Mid-Town Area Plan is designed to foster a stronger community and a sense of community identity by creating shared spaces for people of all ages and abilities. This is a primary focus for Bijou Park and Golf Course, the Recreation & Aquatics Center, and Lakeview Commons. Throughout the plan area transportation improvements are identified to enable safe navigation and stress-free connectivity to nearby community assets. Such improvements will yield a net benefit and make navigation of the area by bike or on foot more efficient, inviting, and safe.

Environmental Analysis: No impact.

Required Mitigation: None.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Local jurisdictions are delegated the authority to create area plans through Chapter 13 of the TRPA Code of Ordinances. TRPA Code Section13.6.4 states that once the TRPA Governing Board makes a finding that the plan-including its policies, plans, maps, codes, and ordinances-is consistent with and furthers the goals and policies of the Regional Plan, the area plan may be considered part of the Regional Plan. In addition to adopting an area plan, TRPA must also certify the plan annually. To do so, TRPA conducts an annual audit of projects permitted within the plan area to confirm they comply with plan standards. A four-year recertification is also completed based on Regional Plan Goals and Policies DP-2.1 to review load reductions.

Each project is reviewed under the Regional Plan in its nature, extent, and timing for possible impacts on any reasonably applicable threshold. In addition to threshold attainment and maintenance, the review includes analyses of resource utilization such as additional vehicle miles traveled, vehicle trip ends, impervious coverage, water demand, sewage disposal capacity, and area of SEZ disturbance.

The Mid-Town Area Plan is designed to encourage redevelopment that will further progress towards attaining and maintaining threshold goals. Redevelopment drives greater compliance with coverage regulations, results in environmental mitigation, and ensures BMPs are installed and maintained. The Mid-Town Area Plan promotes a dense, walkable, town center concept that will facilitate active transportation and lessen vehicle miles traveled.

Environmental Analysis: Less than significant impact

Required Mitigation: None.

8. LAND USE (TRPA)

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

The Mid-Town Area Plan proposes modifications to various existing primary use definitions as included in the TRPA Code of Ordinances Chapter 90. These are for clarification only and do not affect the intensity of the uses.

Two new uses are proposed as allowed uses in various districts of Mid-Town. These were created specifically to address feedback received during community outreach. Both uses are intended to create more opportunities for small business owners and entrepreneurs within South Lake Tahoe. Many residents of the City of South Lake Tahoe who hold home occupation permits to allow them to create handmade goods and homemade nonperishable foods for sale. Due to the nature of these businesses being operated from a home, growth capacity is rather limited.

Based on discussions with numerous individuals, a primary barrier to the growth of small food operations is the limited availability of commercial space for preparation, as some foods must be prepared in commercial kitchens. Producers of food that can be made in a residential kitchen can experience a growth ceiling due to limited production capacity in residential kitchens and limitations imposed by State law. Additionally, to conduct sales across state lines, food must be prepared in a commercial kitchen. The proposed use is defined below.

- **Small Commercial Kitchen:** This use consists of small-scale establishments producing prepared foods or beverages, such as baked goods, condiments, frozen foods, preserves, or the like for local distribution at stores or farmers' markets. Outside storage and display is not included. A storefront is required.

Similar uses are allowed elsewhere throughout the City under the existing uses in TRPA Code of Ordinances Chapter 90 of “small scale manufacturing” and “food and kindred products.” These uses, however, are targeted toward larger operations of an industrial nature, which do not characterize local entrepreneurial businesses. These uses are intended to fill a gap that limits the growth potential of local artisan businesses.

A full list of permissible uses and where they are allowed by right, allowed with a special use permit, or not allowed relative to the existing planning guidance is included in Appendix A, Permissible Use Changes.

A more flexible permissible use matrix is intended to spur economic development and decrease commercial vacancy throughout the area. As discussed above, some of the uses included in the Mid-Town Area Plan may facilitate the expansion of existing local businesses. Operating out of a traditional commercial space rather than as a home occupation allows for greater production and is not subject to the same income caps. Allowing more uses in Mid-Town increases the likelihood that vacant commercial sites will be leased and improved. Land with flexible zoning is generally more valuable and more attractive to developers and investors. Adaptive reuse is a planning and development approach that relies on flexible zoning, allowing a structure to be easily converted to support a different use. The Mid-Town Area Plan’s permissible uses and development standards may facilitate such projects.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal expand or intensify an existing non-conforming use?

See TRPA Question 8.a. and Appendix A for a discussion on new uses allowed within the Mid-Town Area Plan. A list is provided below, noting general expansions of uses. A use is noted where it is

proposed to be expanded in at least one district. Please see Appendix A for a complete list of district specific changes.

- Multifamily dwelling
- Multi-person dwelling
- Nursing and personal care
- Residential care
- Single-family dwelling
- Nursery
- Amusement, recreation, & entertainment facilities
- Animal services
- Repair services
- Printing and publishing
- Small-scale manufacturing
- Government offices
- Local public assembly facilities
- Local post office
- Regional public health and safety facilities
- Membership organization
- Power generating
- Social service organizations
- Threshold-related research facilities
- Riding and hiking trails
- Group facilities
- General retail
- Outdoor retail sales
- Broadcasting studios
- Schools - business and vocational
- Secondary storage
- Small commercial kitchen
- Storage yards
- Vehicle storage and parking

The Mid-Town Area Plan is a new area plan that is to replace the Bijou/Al Tahoe Community Plan and Sierra Tract Commercial Plan Area Statement (PAS) in their entirety. Select parcels from the Al Tahoe PAS, Highland Woods PAS, and Bijou Meadows PAS have been incorporated to address split zoning and to incorporate public service uses within the plan area. As such, the Mid-Town Area Plan proposes expanding permissible uses for all districts.

Flexibility in permissible uses was a theme throughout community outreach to increase business opportunities and reduce the number of vacant sites within the plan area. As directed by the City's 2023-2028 Strategic Plan (Action Item 4.1.1), a summary of vacant/underutilized properties was created from which a priority list could be made to work with property owners on redevelopment opportunities. Using the categories below, 40 sites were identified during the winter of 2023, 17 of which are in the Mid-Town plan area.

Multi-family and multi-person dwellings are proposed to be allowed where they were previously not allowed or required a special use permit. Only in the Bijou Recreation District will residential uses be required to obtain a special use permit. Uses within the Lake Tahoe Community College District were expanded to support the growing needs and shifting atmosphere of the campus, as onsite housing creates a greater demand for complimentary uses such as food retail and community spaces.

There are no new areas that allow tourist accommodation uses, and they have been further limited within the Harrison/Sandy District. New tourist accommodation uses are allowed; however, they are prohibited north of Lake Tahoe Blvd. This was done to preserve public beach access along Lake Tahoe and maintain public serving uses along Harrison Ave. Outreach demonstrated a strong community desire for these spaces to remain accessible to the public.

Allowing a wider range of uses within Mid-Town has the potential to strengthen the area's economic strength and sense of community . The Bijou/Al Tahoe Community Plan which applies to most of the project area was adopted in 1995 and focused on tourist and public-facing uses, severely limiting the development pathways for residential uses. The Mid-Town Area Plan's support for housing has the potential to increase pedestrian activity and create a more attractive environment for retail tenants. This region of the City is well connected to the peripheral El Dorado County neighborhoods of Montgomery Estates, Golden Bear, and Black Bart via Black Bart Ave, making it a common avenue into the City for employment and pleasure.

The Mid-Town Area Plan builds on the City's 56-Acres Master Plan which proposes locating City offices and City Hall within the 56-acres site. These improvements cement the area as a true public arena and can support the existing recreation center as a venue for community events.

Implementation of the Mid-Town Area Plan would not intensify any non-conforming uses. All non-conforming uses that remain may be continued and maintained pursuant to City Code Section 6.55.380 and TRPA Code Section 90.3.3, and expansion would be limited in scope, intensity, and size pursuant to City Code Section 6.55.390.

Any new uses proposed in the Mid-Town Area Plan would be subject to City and/or TRPA permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposed project would not have a significant effect on the environment, including, but not limited to, traffic, land coverage, scenic resources, air quality, water quality.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

XII. MINERAL RESOURCES (CEQA)

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The Department of Conservation's California Geological Survey does not identify any production areas within the Mid-Town region of South Lake Tahoe. No local guiding documents, including the City General Plan, specific plan, or other plan, the TRPA Regional Plan, and Plan Area Statement, identify any sites within the project area as an important mineral recovery site.

Environmental Analysis: No impact.

Required Mitigation: None.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The impact for this item is the same as discussed previously in CEQA Question XII.a. The Department of Conservation's California Geological Survey does not identify any production areas within the Mid-Town region of South Lake Tahoe.

Environmental Analysis: No impact.

Required Mitigation: None.

9. NATURAL RESOURCES (TRPA)

a. Will the proposal result in a substantial increase in the rate of use of any natural resources?

Mid-Town Area Plan may create the potential for natural resources such as wood, metals, and gasoline to be used at an increased rate due to new development or redevelopment should the plan be a successful catalyst. Wood and metals used in construction projects within the City of South Lake Tahoe are generally not sourced or produced locally. Any project permitted under the Area Plan would be subject to project-level environmental review and, if necessary, site-specific mitigation measures will be applied. Therefore, any increase in the rate of use of natural resources would not be substantial and would not be in quantities that would result in a significant effect.

Environmental Analysis: No.

Required Mitigation: None.

b. Will the proposal result in substantial depletion of any non-renewable natural resource?

The rate of use of some resources may temporarily increase if the Mid-Town Area Plan is a successful catalyst; however, this may be experienced due external factors, such as development and commerce trends beyond the Plan's reach. The potential for new development is limited by the growth management system implemented by the Tahoe Regional Planning Agency (TRPA), which limits the number of residential units, tourist accommodation units, and commercial floor area that can be built within the basin. Construction would be limited and would not require quantities of non-renewable resources beyond those typical of residential and commercial construction. Projects associated with the Mid-Town Area Plan would not result in substantial depletion of any non-renewable natural resources.

Environmental Analysis: No.

Required Mitigation: None.

XIII. NOISE (CEQA)

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

This potential effect is the same as that analyzed in the City General Plan EIR in Impact 4.6.1, and therefore this analysis tiers from and is consistent with the EIR. The EIR concluded that application of the General Plan noise policies was adequate to mitigate any potential noise impacts (City of South Lake Tahoe, 2011, pp. 2.0-16). The City's noise policies provide expanded protection for ambient conditions, designed to eliminate land-use conflicts with respect to noise. Policies include specific numeric noise-level standards for new projects affected by or including both transportation and non-transportation noise sources, as well as guidance for evaluating noise impacts and identifying noise mitigation measures. The applicable General Plan noise policies are:

- HS-8.1, Annoying and Excessive Non-Transportation Noise Protection
- HS-8.2, Annoying and Excessive Non-Transportation Noise Mitigation
- HS-8.3, Overall Background Noise Mitigation

- HS-8.4, Annoying and Excessive Transportation Noise Protection
- HS-8.5, New Transportation Noise Source Mitigation
- HS-8.6, Acoustical Analysis Preparation
- HS-8.7, California State Building Code Title 24 Consistency
- HS-8.8, Lake Tahoe Airport Comprehensive Land Use Plan Compliance
- HS-8.9, Airport Noise Mitigation for Adjacent Residential Projects
- HS-8.10, Airport Noise Level Compatibility

Temporary increases in ambient noise levels may occur during construction activities requiring heavy equipment or power tools. To minimize the effects of construction noise on adjacent parcels, TRPA imposes the standard conditions of approval below for all residential projects. As a permitting authority under the City of South Lake Tahoe and TRPA memorandum of understanding, these conditions apply to residential projects approved by the City of South Lake Tahoe under the MOU.

- Any normal construction activities creating noise in excess of the TRPA noise standards shall be considered exempt from said standards, provided all such work is conducted between the hours of 8:00 am and 6:30 pm.
- Stationary equipment (e.g., generators or pumps) shall be located as far as feasible from noise-sensitive receptors and residential areas. Stationary equipment shall be equipped with temporary sound barriers near sensitive noise sources or residential areas.
- Sonic pile driving shall be utilized instead of impact pile driving where feasible. Holes shall be predrilled to minimize noise impacts from pile driving, subject to the design engineer's approval.

Special events often feature either recorded or live amplified sound. Special events with amplified sound are reviewed individually or as an event series under SLTCC 6.55.230, or against specific permit conditions when within a special event area. Events are reviewed to ensure amplified sound hours do not cause significant disturbances to neighboring uses. In some cases, mitigation measures are applied to an event to lessen noise impacts.

The Mid-Town Area Plan adopts community noise equivalent levels based on levels of the City of South Lake Tahoe General Plan and the TRPA Regional Plan. Where levels were inconsistent, the more stringent standard was adopted.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Ground-borne vibration ranges from no detectable effects at the lowest levels to audible rumbling sounds and detectable vibrations at moderate levels and slight damage to nearby structures at the highest levels. In the most extreme circumstances, ground vibration may cause architectural damage to structures and, very rarely, structural damage. The effects of ground-borne vibration depend on the duration of the activity and the distance from the vibration source.

There are no federal, state, or local regulatory standards for vibration. However, various criteria have been established to assist in evaluating vibration impacts. For instance, Caltrans has developed vibration criteria based on human perception and structural damage risks. For most structures, Caltrans considers a peak-particle velocity (ppv) threshold of 0.2 inches per second (in/sec) to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) in normal structures may occur. Below 0.10 in/sec, there is "virtually no risk of 'architectural' damage to normal buildings." Damage to historic or ancient buildings could occur at levels of 0.08 in/sec ppv. In terms of human annoyance, continuous vibrations in excess of 0.1 in/sec ppv are identified by Caltrans as the minimum level perceptible for ground-borne vibration. Short periods of ground-borne vibration exceeding 0.2 in/sec ppv can be expected to result in increased levels of annoyance to people in buildings (Caltrans, 2002).

Construction activities are expected to continue within the plan area resulting in ground-borne vibration. However, the Area Plan incorporates Policy HNS-2.4 via Safety Goal 3, Policy 3.5, Ground-borne Noise, requiring an analysis of potential vibration impacts to be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 15 below. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 in/second (0.5 mm/second).

It should also be noted that TRPA Standard Conditions of Approval for Grading Projects and Standard Conditions of Approval for Residential Projects require projects to utilize sonic pile driving wherever feasible, and pre-drill pile driving holes to the extent feasible when approved by a design engineer.

Future projects are subject to Safety Goal 3, Policy 3.5, Ground-borne Noise, and TRPA standard conditions of approval to reduce ground-borne vibration; thus, this impact is less than significant.

Table 14: Effects of Vibration on People and Buildings

Peak Particle Velocity inches/second	Peak Particle Velocity mm/second	Human Reaction	**Effect on Buildings**
0 -.006	0.15	Imperceptible by people	**Vibrations unlikely to cause damage of any type**
0..6 - .02	0.5	Range of threshold of perception	**Vibrations unlikely to cause damage of any type**
0.8	2.0	Vibrations are clearly perceptible	**Recommended upper level of which ruins and ancient monuments should be subjected**
0.1	2.54	Level at which continuous vibrations begin to annoy people	**Virtually no risk of architectural damage to normal buildings**

0.2	5.0	Vibrations are annoying to people and buildings	**Threshold at which there is a risk of architectural damage to normal dwellings**
1.0	25.4		**Architectural damage**
2.0	50.45		**Structural damage to residential buildings**
6.0	151.0		**Structural damage to commercial buildings**
Source: Caltrans, 1976			

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Portions of the Mid-Town Area Plan are overlaid with safety zones and noise contour bands of the Airport Land Use Compatibility Plan (ALUCP). Safety Zones 4 and 6 overlay portions of the plan area. Zone 6 is the Airport Traffic Pattern Zone, and is the least restrictive, and all uses are compatible. Safety Zone 4 is the Outer Approach/Departure Zone, with uses ranging from compatible to incompatible. Non-residential densities are limited per Table 4-2 of the ALUCP. Noise contour bands for 50-55 CNEL (dB) and 55-60 CNEL (dB) overlay portions of the Mid-Town plan area. All uses are compatible in the 50-55 dB range. Single-family dwellings, secondary residences, mobile home dwellings, schools, and threshold-related research facilities are conditionally compatible in the 55-60 dB range. Conditionally compatible uses will experience moderate noise interference during outdoor activities and with indoor activities when windows are open. The uses shall be allowed so long as outdoor activities are minimal, and construction features are included that reduce interior noise levels to 45 dB. Mitigation measures exist within the ALUCP, and the following are proposed with the Mid-Town Area Plan

- **Policy 2.4 Compatible Uses** As there is more intermixing of residential and commercial uses and properties, permit conditions should increasingly consider quality of life (noise, safety, health, etc.).
- **Policy 3.1 Noise Mitigation for Residential Uses** Residential projects fronting US Hwy 50/Lake Tahoe Blvd shall include features that mitigate transportation related noise pollution, such as vegetation buffers and air conditioning.
- **Policy 3.2 Airport Noise** Review all projects against Noise Compatibility Criteria (Table 4-1) of the Airport Land Use Compatibility Plan (ALUCP) to avoid establishing noise-sensitive uses in affected areas.

The ALUCP identifies an overflight notification area based on the flight tracks used to develop noise contours. An overflight notification document shall be recorded for residential parcels within the Overflight Notification Area of the Lake Tahoe Airport unless an avigation easement exists. With these existing and proposed policies in place, the effect is less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

6. NOISE (TRPA)

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

The analysis for this item is the same as provided above for CEQA Question XIII.a.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal result in exposure of people to severe noise levels?

See analysis for CEQA Questions XIII.a, XIII.b. and XIII.c. above.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

c. Will the proposal result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

TRPA Code of Ordinances section 68.3.1 identifies the maximum permissible noise levels for the aircraft, watercraft, motor vehicles, off-road vehicles, and over-snow vehicles. Exemptions included in Section 68.9 address construction, maintenance, and demolition between the hours of 8 AM and 6:30 PM. Safety signals, warning devices, or emergency pressure relief valves, and other similar devices are exempt from the standards of the TRPA Code of Ordinances Chapter 68. The Regional Plan sets forth the following single-event maximum noise levels in decibels:

SINGLE NOISE EVENT NUMERICAL STANDARDS

a) Aircraft measured 6,500 m-start of takeoff roll 2,000 m-runway threshold approach:
    a. N1) 80 dBA - between the hours of 8am and 8pm
    b. N2) 77.1 dBA - between the hours of 8pm and 8am
b) Watercraft:
    a. N3) Pass-By Test - 82 Lmax -measured 50ft from engine at 3,000rpm.
    b. N4) Shoreline test - 75 Lmax - measured with microphone 5 ft. above water, 2 ft., above curve of shore, dock or platform. Watercraft in Lake, no minimum distance.
    c. N5) Stationary Test - 88 dBA Lmax for boats manufactured before January 1, 1993; Microphone 3.3 feet from exhaust outlet - 5 feet above water.
    d. N6) Stationary Test - 90 dBA Lmax for boats manufactured after January 1, 1993; Microphone 3.3 feet from exhaust outlet - 5 feet above water.
c) Motor Vehicles Less Than 6,000 GVW:
    a. N7) 76 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft
    b. N8) 82 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.

d) Motor Vehicles Greater Than 6,000 GVW:
    a. N9) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
    b. N10) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.
e) Motorcycles:
    a. N11) 77 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
    b. N12) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.
f) Off-Road Vehicles:
    a. N13) 72 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.
    b. N14) 86 dBA – Travelling at speeds greater than 35 MPH at a monitoring distance of 50ft.
g) Snowmobiles:
    a. N15) 82 dBA – Travelling at speeds less than 35 MPH at a monitoring distance of 50ft.

There is potential for the Mid-Town Area Plan to create or expand uses that include these types of motorized vehicles. New uses involving such vehicles would be required to meet all applicable TRPA Code of Ordinances regulations and standards. TRPA's monitoring work program as referenced in TRPA Code of Ordinances Section 68.6 ensures that such standards are met. With such programs in place alongside the existing and proposed noise mitigation policies, the impact is less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

d. Will the project result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

The only areas in the proposed Mid-Town plan area where the CNEL exceeds 60 dBA are within 300 feet of US Highway 50/Lake Tahoe Boulevard, where the existing and proposed CNEL is 65 dBA. Under the Mid-Town Area Plan, residential uses are allowed outright within 300 feet of US Highway 50/Lake Tahoe Boulevard. Tourist accommodation uses are also allowed within 300 feet of US Highway 50/Lake Tahoe Boulevard, though are more spatially limited than residential uses.

The following policies have been included within the Plan in anticipation of additional sensitive land uses near commercial centers and major transportation routes:

- Policy 2.4 Compatible Uses As there is more intermixing of residential and commercial uses and properties, permit conditions should increasingly consider quality of life (noise, safety, health, etc.).
- Policy 3.4 Residential Compatibility Structures with height over 26 feet shall reduce mass when adjacent to sensitive uses by placing additional height at a greater setback.

- Policy 3.6 Screening of Industrial Elements To the extent possible, industrial elements such as HVAC systems, dumpsters, storage areas, and the like shall be screened and blended with other site elements.
- Policy 3.1 Noise Mitigation for Residential Uses Residential projects fronting US Hwy 50/Lake Tahoe Blvd shall include features that mitigate transportation related noise pollution, such as vegetation buffers and air conditioning.
- Policy 3.2 Airport Noise Review all projects against Noise Compatibility Criteria (Table 4-1) of the Airport Land Use Compatibility Plan (ALUCP) to avoid establishing noise-sensitive uses in affected areas.
- Policy 3.3 Transportation Noise Require mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan at all outdoor activity areas and interior spaces of existing noise-sensitive land uses.
- Policy 2.5 Thoughtful Design Mixed-use projects shall be designed with layouts that shield, protect, or otherwise buffer residential uses from sources of pollution, such as through locating residential units on upper floors or further from major travel routes than the commercial element of the project.
- Policy 5.1 Residential Air Quality Residential developments should consider health and wellbeing of residents by including air conditioning, screening, and shading of units, especially where homes are adjacent to high polluting roadways such as Lake Tahoe Boulevard.

The project allows residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA; however, the effect is less than significant, as mitigation measures have been included to minimize noise pollution.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

e. Will the proposal result in the placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

With the wide range of uses allowed under the Mid-Town Area Plan, there is a possibility that uses that generate noise may be located near sensitive noise receptors. All uses, however, are required to meet the community noise equivalent level (CNEL) as shown below and included in Chapter 12, Safety and Noise, of the Area Plan.

Table 15:Community Noise Equivalent Level

District/ Overlay	Sierra Tahoe Business	Harrison/ Sandy	Al Tahoe Center	Public Service	LTCC	Bijou Rec.	US Hwy 50 (overlay)	Shorezone (overlay)
CNEL	60	60	60	55	55	55	65*	55

**This standard overrides the district CNEL levels for areas within 300 feet of US Hwy 50.*

Projects undergoing design review will be assessed to ensure the site improvements are compatible with the proposed use and surrounding uses. Specific development standards are included for uses of a heavier nature, including maintenance, mechanical equipment, storage, and the like. See

analysis for item 6.d. above, which discusses screening measures to mitigate noise pollution for sensitive uses.

Additionally, with the addition of residential uses allowed throughout most of the plan area, some industrial uses have been removed including collection stations; vehicle dealers; building material and hardware; mail order and vending; and auto repair and service. These uses have been removed where they do not exist or are no longer aligned with the community vision for the space or have been limited to areas where such uses already exist.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

f. Will the proposal result in exposure of existing structures to levels of ground vibration that could result in structural damage?

The analysis for this item is the same as that for CEQA Question XIII.b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

XIV. POPULATION AND HOUSING (CEQA)

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

There is very little likelihood that the Mid-Town Area Plan will create unplanned population growth indirectly (for example, through the extension of roads or other infrastructure), as the plan area is within an urban region. All parcels are accessible via existing roads and can be serviced by existing utility providers. The South Tahoe Public Utility District (STPUD), which provides water and sewer services to the region, was a stakeholder in the development of the plan. City and STPUD staff discussed the capacity and limitations of the sewer and water systems throughout the plan area to ensure projects built to densities as allowed by the plan will not exceed service capacity. Additionally, each project proposed within the plan area will require individual approval from STPUD.

The Mid-Town Area Plan proposes increasing multifamily residential densities throughout the area in addition to expanding where residential uses are allowed. There are 17 acres within the plan area where multifamily dwellings are not allowed under the existing community plan. The Mid-Town Area Plan proposes allowing multifamily dwellings in this area. Under existing conditions, the maximum multifamily density is 15 units per acre. The Area Plan proposes allowing multifamily residential developments with up to 65 units per acre when located on a parcel within the Town Center overlay. Because the Area Plan is a joint City/TRPA document, density must also be consistent with TRPA Code of Ordinances Chapters 13 and 31. The Area Plan will allow up to 65 units per acre when and if these TRPA sections are amended to allow such densities. The densities as noted in the area plan are only allowed to the extent they are lower than the maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 or as subsequently amended. This existing Town Center overlay consists

of 65 acres and is proposed to be expanded to 404 acres under the Mid-Town Area Plan. The maximum multifamily density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1. Currently, the maximum density is 15 units per acre. To maintain consistency with the 2011 City of South Lake Tahoe General Plan, Table LU-2 (Development Intensity Standards) must be amended to permit up to 65 residential units per acre in Town Centers, Neighborhood Centers, High Density Residential, and Recreation land use designations. General Plan Land Use Diagram LU-1 must also be amended to maintain consistency with changes to MTAP Zoning District boundaries.

The Mid-Town Area Plan would implement the mixed-use zoning concepts envisioned by the Regional Plan and the General Plan and analyzed in the RPU EIS (TRPA 2012a) and the GP EIR (CSLT 2010, page 4.2-12). The Mid-Town Area Plan would result in changes to the overall density and distribution of the region's population and gradually increase the density within the Town Center while simultaneously phasing out lower-density development outside the centers. Although this represents a change in the density and distribution of the region's population, such changes are not anticipated to result in environmental degradation. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (vehicle miles traveled), air quality, cumulative land disturbance, infrastructure expansion, and other environmental issue areas and to provide opportunities for stream environment restoration and improved water quality control facilities, which would be beneficial. The proposed changesto land use zoning and development patterns associated with the Mid-Town Area Plan (increased density for residential and additional height in certain districts) would align with the location, distribution, and growth rate of the human population planned for the region consistent with the TRPA Regional Plan and the City General Plan. Growth within the MTAP would continue to be constrained to that which is allowed by the growth management system set forth in Chapter 50 of the TRPA Code.

The increased density standard may create growth within Mid-Town Area Plan; however, that growth would be measured and limited due to existing growth management restrictions and limited allocations, potential residential units of use, and residential bonus units available. Although population growth would be limited, it would still be consistent with the desired land use pattern of concentrating higher-density development within Town Centers in proximity to employment centers, recreation amenities, and transit options.

Developing every parcel in the Mid-Town Area Plan at its full maximum density potential is unrealistic and not feasible and does not align with historic development pattern seen in other area plans (i.e., Tahoe Valley Area Plan & Tourist Core Area Plan). This degree of residential development is unrealistic due to several factors including coverage, stormwater treatment requirements, and the nature of the use. The most limiting factor for most developments within the Tahoe Basin is coverage and coverage-intensive improvements such as parking and driveways. Developments generally dedicate 30 to 60 percent of the allowable coverage to vehicle and pedestrian access. This limits a parcel's development capacity, though additional height can be added without creating new coverage. As discussed in the analysis provided for geology, soils, and hydrology, all developed parcels are required to treat and infiltrate stormwater runoff onsite. Most parcels treat runoff through surface treatments that further limit a parcel's buildable area.

The dominant land uses within the Mid-Town region are not consistent with high density housing. The Mid-Town area is approximately 75% developed. For purposes of this section, a developed parcel is one with a primary use other than vacant or open space. Over half of the developed plan area is public service or recreation uses, all of which are unlikely candidates for high density housing. Housing developed on such parcels would likely be limited to employee or student housing not to exceed the uses' unique demand. Approximately 95 of the 129 vacant acres in the plan area are owned by STPUD. These parcels are reserved for further wastewater treatment facilities for which housing is not a compatible use.

High density housing is allowed in the Lake Tahoe Community College (LTCC) District; however, it would be impractical to meet the maximum density standard. LTCC owns approximately 117 acres within the plan area. Approximately 24 acres are stream environment zones, limiting the area's coverage and buildable area. Much of the project area's coverage is used for education and athletic facilities. While LTCC has expressed a desire to construct additional student housing, this would be proportional to the demand created by the student population. LTCC has also expressed interest in a small number of housing units for those not associated with the college in order to make funding more accessible.

The Mid-Town Area Plan proposes allowing multifamily developments with a special use permit in the Bijou Recreation District at a maximum density of 4 units per acre, and at 15 units per acre where allowed under the Bijou/Al Tahoe Community Plan. A maximum of 15% of this district may be developed as multi-family housing, as Bijou Park, golf facilities, and the cemetery are highly unlikely to be replaced.

Likewise, the development potential of properties within the Public Service Center District, Town Center overlay is limited by the extent of existing uses. Much of the area is part of the 56-Acres Master Plan site and owned by El Dorado County or the City of South Lake Tahoe. This site would most likely accommodate a single residential development of 75-80 units. The Lake Tahoe Unified School District (LTUSD) owns approximately 50 acres within this district. LTUSD has expressed interest in building housing to accommodate teachers and staff, though they have not committed to a specific site. Housing development by LTUSD would be limited to meeting needs of existing staff in unstable housing conditions and new staff moving into the region. The US Postal Service at 1046 Al Tahoe Blvd. is located on a 5.75-acre lot. Housing is not generally provided onsite for such uses.

The institutions discussed above own large portions of the plan area. They are well developed with very low likelihood of being transitioned to commercial or residential developments. While many institutions have contributed to or expressed interest in housing, housing development is not their primary function. Combined, infrastructure and open space account for 20.7 acres. Neither of these uses are compatible with residential uses. As discussed in CEQA Question XVII.b, the anticipated maximum potential change in residential units is approximately 700 multi-family dwelling units. The anticipated number of new residential units aligns with existing growth trends found in the Tahoe Valley Area Plan and Tourist Core Area pan which has a growth rate of approximately 500 residential units (proposed, constructed, or under review). . This estimate includes market-rate, deed-restricted (including income and occupancy), and student housing units. While the potential for new residential units may increase, the plan is not expected to

increase the projected growth rate of South Lake Tahoe or demand for housing. The California Department of Finance (DOF) identifies itself as the official source of demographic data for state planning and budgeting; however, DOF projections are only calculated at the state and county level. The El Dorado County growth rate used by South Tahoe Public Utility District in its 2020 Urban Water Management Plan is 0.37% per year (Jenks, 2021). There are no elements of the Mid-Town Area Plan that are likely to inflate this estimate. Population growth rates are primarily influenced by births and deaths, migration patterns, employment opportunities, housing availability and affordability, and local and regional policy decisions. An area plan may influence the pattern of growth within a defined area by establishing specific land use regulations; however, it does not by itself create population growth. External factors such as climate, regional accessibility, employer capacity, and global market and financial trends operate independently of an area plan. Projected population growth is usually driven less by a single trend and more by how these factors interact, creating an environment where projected growth may underperform even when only one factor is not conducive to population growth. The Mid-Town Area Plan is primarily anticipated to impact where and how growth may be accommodated as discussed below.

Changes proposed by the Mid-Town Area Plan will not impact regional development capacity. All new developments within the Tahoe Basin are built within parameters of TRPA's growth management system. This system requires that each new residential unit obtains a residential unit of use. Any units that are built would be accounted for under this program by utilizing a residential unit of use or bonus unit. Rather than population growth, the Mid-Town Area Plan has the potential to gradually increase the density of the population within centers and simultaneously phase out lower density uses outside these centers. Encouraging this kind of growth pattern is consistent with smart growth practices and is consistent with mixed-use zoning concepts envisioned by the Regional Plan and the General and analyzed in the RPU EIS (TRPA 2012a) and the General Plan EIR (City of South Lake Tahoe, 2010, pp. 4.1-25; 4.2-13). Although this represents a change in the density and distribution of the region's population, such changes are not anticipated to result in environmental degradation. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (vehicle miles traveled), air quality, land disturbance, infrastructure expansion, and other environmental issue areas and to provide opportunities for stream environment restoration and improved water quality control facilities which would be beneficial. Growth within the Mid-Town plan area would continue to be constrained to that which is allowed by the growth management system set forth in Chapter 50 of the TRPA Code. Based on the development caps of the region and limited vacant parcels, the potential for substantial unplanned population growth is not significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Mid-Town Area Plan aims to create new housing opportunities in central South Lake Tahoe. As of 2026, there is not a significant amount of housing units within the plan area. There are 10 parcels with residential uses, including condominiums, multifamily units, single-family units, and mobile home units. Several of the single-family dwellings operate as short-term rentals and therefore do

not contribute to the local housing stock. The mobile home park contains 21 units. These serve as de facto affordable units. Should a project be proposed that would demolish these units, mitigation measures will be explored at that time. The City's 2011 Housing Element includes the following programs aimed at retaining existing housing stock, especially properties that are naturally affordable. Implementation of these programs is ongoing.

- Program 3-6: Replacement of Lost Units From Residential Demolitions: In accordance with California Government Code Section 65583.2(g), the City will require replacement housing units subject to the requirements of California Government Code Section 65915(c)(3) on sites identified in the sites inventory when any new development (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years.
- Program 3-10, Mobile Home Park Preservation: The City shall promote the longevity and quality of life at existing and new mobile home parks by:
    - Codifying regulations for mobile home park conversions.
    - Evaluating TRPA's restrictions on the reuse of any residential units of use that originate from a mobile home park, and considering their reuse for workforce housing.
    - Reviewing City regulations for new and enlarged mobile home parks to consider adding design, fencing, and amenity requirements and requiring an affordability assessment.
    - Conducting an inventory of mobile home parks to identify those that are most desirable or feasible for long-term preservation.
    - Work with HCD Mobilehome and Special Occupancy Parks Program to gather and maintain data on resident complaints, inspections and code violations.
    - Targeting mobile home parks for park-wide infrastructure improvements or select coach rehabilitation or replacement.

The Mid-Town Area Plan echoes these programs in Policy 1.10 Housing Preservation, to require replacement housing units subject to California Government Code Section 65915(c)(3) on sites identified in the sites inventory conducted alongside the Housing Element, consistent with Housing Element Program 3-6, Replacement of Lost Units from Residential Demolitions. The Mid-Town Area Plan's no net loss provision enforces these policies. When a parcel containing multiple residential units is redeveloped to a lower density or to non-residential use, the units not rebuilt on site shall be redeveloped elsewhere in the plan area and shall be equivalent in size and number of bedrooms as those being replaced. A deed restriction shall be placed on any resulting single-family dwelling, including condominiums, prohibiting use as a vacation home rental as defined in City Code Section 3.50.370. Not only does the prevent the loss of housing, it promotes mixed-use developments and maintains density in Town Centers.

The Mid-Town Area Plan is not expected to displace people or housing stock without providing comparable replacement housing units. With the policies and programs as discussed, there will be no significant impact. Furthermore, the Mid-Town Area Plan will allow a greater number of bonus units to be used in the plan area. The Bijou/Al Tahoe Community Plan was limited to receiving 20 residential bonus units. The Area Plan will not limit the number of bonus units that may be provided to projects. Upon adoption of the Mid-Town Area Plan, the City, TRPA, and LTCC will coordinate the

transfer of 21 bonus units by TRPA to LTCC in accordance with permit ERSP2022-1992. The City will be returned the 21 multi-family residential units of use originally provided, which will be returned to the City pool for additional housing projects (MTAP Policy 1.8 Student Housing).

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

12. HOUSING (TRPA)

a. Will the proposal affect existing housing, or create a demand for additional housing?

1. Will the proposal decrease the amount of housing in the Tahoe Region?

See CEQA Questions XIV.a and b.

Environmental Analysis: No Impact.

Required Mitigation: None.

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

See CEQA Questions XIV.a and b.

Environmental Analysis: No Impact.

Required Mitigation: None.

11. POPULATION (TRPA)

a. Will the proposal alter the location, distribution, density, or growth rate of the human population planned for the Region?

See CEQA Questions XIV.a and b. Allowing higher density in Mid-Town could shift development from surrounding areas into Town Centers.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal include or result in the temporary or permanent displacement of residents?

See CEQA Questions XIV.a and b.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

XV. PUBLIC SERVICES (CEQA)

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) Fire protection?

South Lake Tahoe Fire Rescue has three fire stations throughout the City. Fire Station One, which also serves as the Battalion Headquarters, is at the intersection of Ski Run Blvd. and Pioneer Trail. Fire Station One houses paramedic engine one, battalion 3, and brush 1. Fire Station Two, located within Mid-Town, houses truck 2. Fire Station Three and the administration headquarters are at 2101 Lake Tahoe Blvd. Paramedic engine 3 and brush 3 are stationed at Fire Station Three.

The Mid-Town Area Plan includes policy directions to explore relocating Fire Station Two to a site where operations can be expanded. This is an existing long-term goal of the City and is not driven by any need created through the Area Plan. A proposed location is neither identified nor required directly by the Plan, nor indirectly through development that may occur because of the Plan. The viability of potential parcels for Fire Station Two's new location would be assessed based on numerous factors, including response time, traffic, nearby uses, environmental sensitivity, and site capacity. The effects of a relocated fire station would be analyzed according to CEQA for that specific project.

There are no proposed changes to roadways therefore, there would be no negative effect on emergency service routes or response times. The Mid-Town Area Plan advocates installing emergency signals and clear zones at South Lake Tahoe Fire Station 2 to increase the safety of drivers and pedestrians at this location, as well as shorten response times. Individual projects are analyzed for effects on traffic and vehicle miles traveled. See items XVII and 13 for further analysis of traffic and circulation.

By increasing density, height, and coverage within appropriate areas, the Mid-Town Area Plan may incentivize more development in Town Centers. Because of TRPA's growth management system and cap on new units, more units and uses located within Town Centers naturally reduce the potential for such uses to be developed elsewhere. Town Centers have existing firefighting infrastructure in place (e.g., fire hydrants, water mains), are located adjacent to major evacuation routes, are closer in proximity of emergency services, and are less susceptible to wildfires.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Police protection?

Police service is provided by the City of South Lake Tahoe Police Department. The South Lake Tahoe Police Department has a jurisdictional area of approximately 23 square miles, 6.4 of which include waters of Lake Tahoe. The department is located at 1352 Johnson Boulevard and currently has 44 full-time sworn officers. Supporting the sworn positions are 32 civilian personnel. (Email Comm.; Chief Jeff Roberson, 7/20/2026). The current staffing level at the South Lake Tahoe Police Department is approximately 2.09 officers per 1,000 residents, based on a Census population of 21,022 (City of South Lake Tahoe General Plan Annual Progress Report, 2026). According to U.S. Bureau of Justice Statistics Agency Characteristics (US Bureau of Justice, 2026), municipal police

departments with a population of 50,000 to 249,999 residents employed an average of 1.6 full-time officers per 1,000 residents.

Dispatch service is provided by the Operations Division of the police department. The dispatch center logs when a call is made to report a crime, when an officer is dispatched, when the officer arrives at the scene, and when the officer leaves the scene. Average response time for all calls (emergency and non-emergency) is approximately 9 minutes.

The Mid-Town Area Plan would not require new or expanded police facilities; however, the plan identifies policy directions to explore improvements that allow for additional training opportunities, secure storage, and administrative offices with room for growth. The fitness of potential parcels for additional facilities would be assessed based on numerous factors, including response time, traffic, parcel size, nearby uses, environmental sensitivity, and site capacity.

By increasing density, height, and coverage within appropriate areas, the Mid-Town Area Plan may incentivize more development in Town Centers. Because of TRPA's growth management system and cap on new units, more units and uses located within Town Centers naturally reduce the potential for such uses to exist elsewhere. The concentration of higher density will result in reduced response time for more individuals.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Schools?

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the entire City of South Lake Tahoe. LTUSD operates eight schools in the City. This includes four elementary schools, one middle school, one high school, and two transitional school.

For the 2025/2026 school year, the LTUSD had an enrollment of 3,363 students (California Department of Education, 2026). Enrollment in LTUSD has declined over the last decade, with enrollment decreasing 633 students since the 2015/2017 school year. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the Mid-Town Area Plan would result in the need for new or physically altered schools, therefore there is no possibility of significant environmental impacts in order to maintain acceptable service ratios or other performance objectives.

In recent years the Lake Tahoe Unified School District (LTUSD) has experienced a decrease in enrollment, mirroring the City of South Lake Tahoe's decrease in population. The population decline is generally the loss of working-age individuals, ages 20 to 65 years old (Matthews, Fuentes, Smith, & Wildemuth, 2025). This is the age group that also most commonly has school-age children. As discussed in CEQA Question XIV and TRPA Question12, there are no elements of the Mid-Town Area Plan that would impact the rate of population growth as projected for El Dorado County. LTUSD would plan to expand/improve facilities as necessary with projected growth rates. Per LTUSD Local Control and Accountability Plan, funding has been designated for modernization of existing facilities (Lake Tahoe Unified School District, 2026). Under current conditions, there is space to

accommodate moderate increases in attendance due to the offset of the recent decrease in attendance. The Mid-Town Area Plan will have no significant impact on schools.

Environmental Analysis: No impact.

Required Mitigation: None.

d) Parks?

The analysis for this item is the same as discussed for CEQA Questions XVI.a. and XVI.b. below, which concludes no significant impact.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

e) Other public facilities?

The City maintains a Capital Improvement Program (CIP) addresses the City's needs for public and infrastructure improvements, including the acquisition, expansion, rehabilitation, and replacement of long-lived assets. CIPs include a wide range of projects, from large to small, including new facilities, fence replacements, and road paving. This is a mechanism that allows coordination of financing and the timing of improvements to maximize the return to the public and preserve assets. The City's *Preserving Capital Investments Policy* states the following:

> *The City invests in capital assets such as property, plant, equipment, facilities, and infrastructure. Preservation of such investments through regular maintenance and a long-term renovation plan is necessary to preserve their value. The city must also plan for the replacement of capital investments (particularly vehicles and equipment). The following policy requirements are intended to ensure the proper accounting and preservation of capital investments and to provide a sound economic base for their replacement*.
>
> *1) The budget should provide sufficient funding for adequate maintenance, renovation, and the orderly replacement of capital assets such as equipment, fleet, facilities, streets, and parks*.
>
> *2) All capital assets should be maintained at a level that protects capital investment and minimizes future maintenance and replacement costs*.
>
> *3) A five-year schedule of equipment replacement and maintenance needs, as well as facilities, streets and parks renovation and maintenance needs should be prepared on an annual basis. Expenditures consistent with such plans shall be included in annual budget appropriations*.

The Area Plan will not create unplanned growth as discussed in TRPA Questions 12, 11, and CEQA Question XVI. City facilities and public services within the City currently serve a greater population than that within the City's boundary. Any changing development patterns as a result of the Area Plan would not result in additional population or additional demand for services, but would bring potential development closer to services.

As the City pursues new service facilities and upgrades, service demand is considered. As discussed in previous items, all other public facility projects would undergo project-level environmental review. The design and development standards proposed by the Mid-Town Area Plan consider the importance of public services and the unique design criteria that sometimes accompany specialized operations and equipment. Any standard may be waived by the Director of Development Services when strict application would interfere with the use of specialized equipment, unique operations, or create an unsafe environment. This provision is meant to facilitate the development of such facilities to maintain public health and safety.

Environmental Analysis: No significant impact.

Required Mitigation: None.

14. PUBLIC SERVICES (TRPA)

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

a. Fire protection?

See CEQA Question XV.a. above.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Police protection?

See CEQA Question XV.b. above.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

c. Schools?

See CEQA Question. above.

Environmental Analysis: No.

Required Mitigation: None.

d. Parks or other recreational facilities?

The analysis for this item is the same as discussed for CEQA Questions XVI.a. and XVI.b. below, which concludes no significant impact.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

e. Maintenance of public facilities, including roads?

See discussion for CEQA Question XV, Public Services. See CEQA Question XV.e., which discusses the City's Capital Improvement Program. The CIP is used to prioritize projects, maximizing timelines and funding efficiency.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

f. Other governmental services?

See discussion CEQA Question XV.e above, regarding other public services.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

XVI. RECREATION (CEQA)

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Mid-Town Area Plan identifies long-term goals for recreational facilities such as Bijou Golf Course, Bijou Community Park, and Lakeview Commons Beach, though does not provide details or a timeline for specific improvements. Upgraded facilities would likely lead to increased use proportional to the upgrade, though it is unlikely to reach a point of deterioration. Alongside proposed improvements to City assets, consideration is given to the needs of upkeep and maintenance to avoid overcommitments. The South Lake Tahoe City Council will consider staffing needs, recurring maintenance requirements, and associated costs prior to project approval. This is demonstrated by the new Recreation and Aquatics Center. Ongoing maintenance and staffing were considered in all stages of project implementation. The structure has the capacity to serve more users than the prior facility. It is likely the Recreation and Aquatics Center may help to alleviate overuse of other recreation facilities should it occur.

Area Plan policies facilitate existing and future maintenance needs. Policies are included to explore locations for a new park maintenance facility that would be central to primary service locations. This would ensure proper attention and care are paid to existing facilities, while serving as a control center for Citywide maintenance.

Each improvement, as discussed above, would be subject to its own environmental review at a project-specific level prior to permitting.

Environmental Analysis: No impact.

Required Mitigation: None.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project area includes recreational facilities such as Bijou Golf Course, Bijou Community Park, and Lakeview Commons Beach. The Area Plan discusses expansion scenarios, with no specific

direction or required action. As such, no environmental impacts of development and operation of these amenities and improvements can be directly quantified at this time. The expansion scenarios are considered the policies below.

- **Policy 2.8 Recreation Diversification and Enhancements** Continue working with the community to identify desired uses for Bijou Park as a whole, as well as enhancements to individual uses. Should tradeoffs occur, work with the affected community to mitigate losses, be they spatial, historic, or other.
- **Policy 5.1 CTC Land Exchange** Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access.
- **Policy 5.2 Lakeview Commons** Maintain Lakeview Commons as a community hub while exploring mechanisms to increase area available for recreation.
- **Policy 5.3 Accessible Improvements** Ensure beach recreation areas are accessible by walking, riding, or rolling.

These policies echo earlier City outreach and planning efforts and address recreation and access demands that already exist within the community. Improvements to Lakeview Commons were a large factor in the 56 Acres Master Plan development, which the CTC land exchange was partially initiated in response to. The major project discussed for Lakeview Commons is the Alta Mira Public Access Improvements, an extension to Lakeview Commons aimed at improving public lake access, open space, view corridors, shoreline stability, and water quality. This project is led by the California Tahoe Conservancy, which has initiated comprehensive planning and project-level environmental review. Development in the shorezone requires compliance with development standards described in TRPA Code 83.9.1A. The Mid-Town Area Plan contains approximately half of Shorezone Tolerance District 4 where all projects are required to contribute to backshore stabilization efforts. New shoreline access points shall be restricted to stabilized paths.

Changes to Bijou Community Park and Golf Course are discussed, with an emphasis on balancing park improvements with open space and stream environment zones. Further outreach should be done to understand user demand to determine appropriate footprints for program elements, as well as how to best develop the spaces for specific user group needs. Any population growth or relocation to the region driven by the Area Plan may be considered through these further outreach efforts. Along with population change, the popularity of sports and activities will be a driving force behind final design proposals. The following policies are included under Recreation Goal 3:

- **Policy 3.1 Stream Environment Zones** In expansions or modifications to Bijou Park and Golf Course, consider alternatives that reduce encroachment into or increase functioning of stream environment zones.
- **Policy 3.2 Open Space** Maintain sufficient open space areas for community and environmental benefit.

The implementation of the Mid-Town Area Plan may result in the construction or expansion of recreational facilities. However, because each individual project would require its own environmental review and is subject to the existing City and TRPA development and design standards, it is not expected to have an adverse effect on the environment. Thus, the impact is less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

19. *RECREATION* (TRPA)

a. Will the proposal create additional demand for recreation facilities?

Due to the more flexible residential standards in the Mid-Town Area Plan, there is a possibility that new demand for recreational facilities may be generated. It is more likely however that the Area Plan causes development that addresses an existing demand for recreational facilities that is not met with today's facilities. The Mid-Town area is already a recreation hot spot for those throughout the City and the surrounding El Dorado County neighborhoods. Additionally, many of the visits to Lakeview Commons are from tourists from outside of the Tahoe Basin. Bijou Community Park also receives a moderate number of users that travel from outside of the Tahoe Basin in the summer months. Visitation trends are largely independent of specific activities or development within the plan area and the Mid-Town Area Plan is not expected to increase recreational demand.

The Area Plan includes design standards to ensure that residents have a degree of recreation opportunities onsite. Appendix A of the Area Plan contains community space requirements for all projects containing residential units. Developments of 6 units or more are required to provide community space that is open to all residents. This may include playground equipment, workout areas, picnic areas, or shade structures for outdoor gatherings. Such improvements are intended to provide residents with easily accessible and no cost amenities like those enjoyed by those occupying single-family dwellings.

See CEQA Questions XVI.a. and XVI.b. for discussion of conceptual improvements to increase and expand recreation opportunities within Mid-Town.

Environmental Analysis: No Impact.

Required Mitigation: None.

b. Will the proposal create additional recreation capacity?

The proposal will not directly create additional recreation capacity; however, the Area Plan discusses conceptual improvements to Bijou Community Park, Bijou Golf Course, and Lakeview Commons in a manner that would create additional recreational opportunities. In recognition that the Mid-Town Area Plan may create additional recreation opportunities, the following policy has been included:

- **Policy 2.8 Recreation Diversification and Enhancements** Continue working with the community to identify desired uses for Bijou Park as a whole, as well as enhancements to individual uses. Should tradeoffs occur, work with the affected community to mitigate losses, be they spatial, historic, or other.
- **Policy 5.1 CTC Land Exchange** Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access.
- **Policy 5.2 Lakeview Commons** Maintain Lakeview Commons as a community hub while exploring mechanisms to increase area available for recreation.

- **Policy 5.3 Accessible Improvements** Ensure beach recreation areas are accessible by walking, riding, or rolling.

The impacts of such a project are discussed in TRPA Question 19 and CEQA Question XVI.a; however, each improvement would be subject to its own environmental review at a project-specific level prior to permitting.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

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

The Mid-Town Area Plan was developed through extensive community outreach, including focused discussions about recreation assets. Concepts A and B serve as examples of how Bijou Community Park and Golf Course could be maximized to meet growing community needs. They identify existing uses that should be maintained and enhanced, as well as new and alternative uses. Concerns were raised about design scenarios developed for Bijou Community Park (as seen in Concepts A, B, and C of Chapter 13, Bijou Recreation District: Site Design and Vision) regarding changes to the existing disc golf course. The Mid-Town Area Plan does not identify a preferred concept but rather presents these diagrams for consideration as future park planning efforts unfold. Before major components of any concept are implemented, further outreach would be conducted with the public and specific user groups who were engaged in developing these concepts.

There is recognition that new uses and reconfiguration of recreational facilities may result in the reduction or elimination of uses, for which the following policy has been included:

- **Policy 2.8 Recreation Diversification and Enhancements** Continue working with the community to identify desired uses for Bijou Park as a whole, as well as enhancements to individual uses. Should tradeoffs occur, work with the affected community to mitigate losses, be they spatial, historic, or other.

With this policy in place and the additional outreach that would be conducted, there will be a less than significant impact on conflicting recreation uses.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

d. Will the proposal result in a decrease or loss of public access to any lake, waterway, or public lands?

No, the proposal will not result in a decrease or loss of public access to any lake, waterway, or public lands. The Area Plan intends to increase public lake access to all, as well as improve existing access points so that they can be accessed by those using mobility devices.

The Area Plan supports the California Tahoe Conservancy's (CTC) Alta Mira Public Access Improvements to create more usable space along the south shore of Lake Tahoe. One of the parcels on which this project is proposed is being considered for transfer to the City from CTC. Two other

parcels considered for exchange within the plan area have also been identified as possible locations for beach access or supporting infrastructure.

The following policies are included under Recreation Goal 5 – Increase accessibility and experiences of beach recreation.

- **Policy 5.1 CTC Land Exchange** Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access.
- **Policy 5.2 Lakeview Commons** Maintain Lakeview Commons as a community hub while exploring mechanisms to increase area available for recreation.
- **Policy 5.3 Accessible Improvements** Ensure beach recreation areas are accessible by walking, riding, or rolling.

Environmental Analysis: No.

Required Mitigation: None.

XVII. TRANSPORTATION (CEQA)

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Area Plan would be consistent with policies in the adopted TRPA Regional Plan and City General Plan, which encourage a land use pattern that promotes the use of alternative modes of transportation. The Area Plan proposes an increase in maximum residential densities that could be developed in the Al Tahoe Center, Tahoe Sierra Business, Public Service Center, Harrison/Sandy, and Lake Tahoe Community College districts, which would vary between 62 units per acre for multi-person dwelling, nursing and personal care, residential care and 65 units per acre for multiple family dwellings and single family residential (condos only). The changes in density for each district that are proposed by the Area Plan compared to existing conditions are summarized in the Mid-Town Area Plan Districts section in Chapter 2, "Project Description," of this document. Implementation of the Area Plan would result in a net increase in residential units within the Town Center and thus would presumably result in an increase in demand for transit services and bicycle and pedestrian facilities. The potential impacts on transit facilities and service and bicycle and pedestrian facilities are discussed separately below.

Transit Facilities and Service

The Tahoe Transportation District (TTD) provides fixed-route transit service in the plan area and Lake Link offers free on-demand, microtransit service throughout the Area Plan. Implementation of the Area Plan would result in a net increase in residential units and an increase in development density within the Town Center, which could result in increased demand for transit facilities and service. However, according to the Governor's Office of Land Use and Climate Innovation (LCI) (formerly known as the Governor's Office of Planning and Research [OPR]) Technical Advisory on Evaluating Transportation Impacts in CEQA, when evaluating impacts on multimodal transportation networks, the addition of new transit users generally should not be treated as an adverse impact, as infill development typically add destinations, improving proximity and accessibility (California Governor's Office of Planning and Research, 2018, p. 19). The Area Plan would concentrate residential units within a walkable town center where daily needs, services, and amenities can be

accessed without a vehicle, and thus the anticipated increased transit demand would be modest. In addition, the plan area is served by three TTD fixed-bus routes (Routes 50, 51, and 55) and Lake Link that have sufficient capacity to accommodate any marginal increase in ridership. Furthermore, consistent with the TRPA Regional Plan and City of South Lake Tahoe General Plan, the Area Plan policies call for increased coordination with transit providers (Policy 5.1) to prevent conflicts with programs, plans, policies and ordinances related to transit facilities and service. For these reasons, the Area Plan would not disrupt existing or planned transit facilities and services and would not conflict with a program, plan, or ordinance, or policy addressing such facilities.

Bicycle and Pedestrian Facilities

Implementation of the Area Plan would result in a net increase in residential units and an increase in development density within Town Centers; and thus, could result in increased demand for bicycle and pedestrian facilities. The South Tahoe Beach Bike Path is a Class I shared-use path that spans approximately 1 mile within the plan area and connects the Tahoe Sierra Business District to the Harrison/Sandy District along the lake side of Lake Tahoe Boulevard. There is also a Class I shared-use path along Al Tahoe Boulevard that spans approximately 1.2 miles within the plan area and connects Lake Tahoe Boulevard to Pioneer Trail. There are Class II bicycle lanes along both sides of Lake Tahoe Boulevard that span approximately 2 miles within the plan area from River Drive to Johnson Boulevard. As shown in Figure TC-3 of the Transportation and Circulation Element, the plan area is served by an established network of Class I multi-use paths and Class II bicycle lanes that can accommodate increased active transportation activity anticipated with implementation of the Area Plan.

Area Plan policies call for pursuit of active transportation improvements to address gaps in the transportation network (Policy 1.01 and Policy 1.02). The addition of dedicated paths for walking and biking would further enhance the active transportation network and promote the efficient movement of people in the plan area. The Mid-Town Area Plan would also require frontage improvements or alternative contributions for all major redevelopments or new construction (Policy 1.08) and exploration of opportunities to separate pedestrian and bicycle travel from roadway travel lanes (Policy 1.05), thus enhancing the transportation network. Further, General Plan Policy TC-3.2 calls for the development of a cohesive and continuous public bicycle and pedestrian network, and General Plan Policy TC-3.3 states that the City shall maintain and implement the Bicycle Master Plan and improve bicycle and pedestrian connections between all neighborhoods and land uses. General Plan Policy TC-3.19 requires new projects to provide connections to existing and planned pedestrian and bicycle infrastructure. Consistent with the TRPA Regional Plan and City General Plan, implementation of the Area Plan would enhance the pedestrian and bicycle network.

Environmental Analysis: Less than significant.

Required Mitigation: None.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The Town Center is an area intended to provide a mix of commercial, public service, light industrial, office, and residential uses, and is targeted for redevelopment in a manner that creates a more sustainable and less auto-dependent development pattern. The Area Plan would expand the Town

Center Overlay, increase allowable density for some multi-family residential parcels, and increase allowable building heights for all land uses within the expanded town center. With implementation of the Area Plan, multi-family residential would be permitted in all districts within the Town Center except the Bijou Recreation District and allowable density of these parcels would be increased from 15 to 65 dwelling units per acre; maximum building heights would vary by district.

With implementation of the Area Plan, permissible commercial and public service land uses would be expanded across new districts. However, because the type, size, and location of these land uses would differ, potential development outcomes would vary widely but the Area Plan is intended to incentivize redevelopment in the plan area, including higher densities, and thus it would be reasonable to expect walkability and non-personal vehicle trips to be enhanced. However, the variability makes it difficult to reliably estimate trip generation and VMT impacts. Accordingly, the analysis herein only addresses the transportation impacts of changes in allowable density and building height as applied to permitted uses. In addition, although they do not currently generate any trips, for a conservative VMT assessment, vacant parcels designated as residential, commercial, public service, and recreation are included in the analysis. VMT associated with each of these parcel types is discussed separately below.

Multi-Family Parcels VMT Analysis

Table 17 presents the net increase in multi-family residential dwelling units under existing conditions and under the proposed Area Plan.

Table 16: Net Increase in Allowable Multi-Family Dwelling Units

Area	Existing Acres[1]	Current Maximum Allowable Density (MFDU/acre)[2]	Total Allowable MFDU Under Existing Conditions	Proposed Maximum Allowable Density (MFDU/acre)[3]	Total Allowable MFDU under Proposed Plan	Net Increase in Allowable MFDU
Tahoe Sierra Business District	2.5	15	38	65	163	125
Harrison/Sandy District	1.0	25	25	65	65	40
Lake Tahoe Community College	1.0	15	15	65	65	50
Public Service Center	0.7	15	11	65	46	35
Total[4]	5.2	NA	89	NA	339	250

[1] Existing acres include vacant parcels with a land use designation of residential.
[2] With the current Bijou/Al Tahoe Community Plan, the multifamily parcels shown are currently outside of the designated Town Center.
[3] With implementation of the proposed Mid-Town Area Plan, the multifamily parcels would be inside the expanded designated Town Center.
[4] Numbers may not sum due to rounding.
Notes: MFDU/acre = multi-family dwelling units per acre; MFDU = multi-family dwelling units; NA = not applicable.
Source: LSC Transportation Consultants, Inc. 2026.

Table 18 presents the trip generation, estimated VMT per multi-family dwelling unit, and total VMT for multi-family residential under the proposed Area Plan. The Institute of Transportation Engineers

(ITE) 12th Edition of the Trip Generation Manual (Institute of Transportation Engineers, 2025) was used to determine daily trip generation rates. The TRPA Project Impact Assessment (PIA) Guidelines (Tahoe Regional Planning Agency, 2025) were used to determine the VMT per resident and average trip length for the applicable PIA Zone and the average number of residents per unit was determined using the TRPA model and PIA tool. Notably, the PIA Guidelines do not provide VMT per capita for Zone 18 because there are no residential units within this zone. Therefore, VMT per capita was calculated across the other zones within the Mid-Town Area Plan (Zones 10, 12, 13, and 15) and the average of 10.86 VMT per resident was applied to PIA Zone 18. Residential VMT was calculated using the following equation: Residential project-generated VMT = PIA Zone VMT per resident * number of proposed residential units * regional average residents per unit (TRPA 2025a: Table 5).

Table 17: Vehicle Miles Traveled Associated with Multi-Family Dwelling Units

Area	Daily Trip Generation Rate[1]	Net Increase in Allowable MFDU	Vehicle Trips	VMT PIA Zone	PIA Zone VMT per Resident [2]	Average Residents per Unit	Estimated VMT per MFDU	Total Residential VMT
Tahoe Sierra Business District	6.21	125	776	15	10.76	2.30	24.8	3,094
Harrison/Sandy District	6.21	24	149	10	11.95	2.30	27.5	660
Harrison Sandy District	6.21	16	99	12	10.31	2.30	23.7	380
Lake Tahoe Community College	6.21	50	311	18	10.86	2.30	25.0	1,249
Public Service Center	6.21	35	217	10	11.95	2.30	27.5	962
Total[3]	-	**250**	**1,553**	-	-	-	-	**6,345**

[1] Daily trip generation rates are based on Category 220 Multi-family Housing (Low-Rise) in the ITE Trip Generation Manual.
[2] PIA Zone 18 does not have a stated VMT per resident. Zone 18 VMT per resident was calculated by averaging the other zones within the Mid-Town Area Plan.
[3] Numbers may not add up due to rounding.
Source: LSC Transportation Consultants, Inc. 2026.

As shown in Table 18, the maximum potential change in multi-family residential VMT upon adoption of the Area Plan would be 6,345 daily VMT. Because the Lake Tahoe Region is approximately 95 percent built out, due to supply and demand, most redevelopment or new development relies on transfers of development from one property to another (Tahoe Regional Planning Agency, 2021). Therefore, it is reasonable to conclude that under the proposed Area Plan, the extension of the Town Center boundary and corresponding increase in allowable density would draw future growth from other locations within the basin as opposed to generating new units above and beyond the development limits. Because these units are already planned for within the Tahoe Basin, this analysis evaluates the net VMT impact relative to where the residential units would have otherwise been located (i.e., dispersed across the City of Lake Tahoe or dispersed throughout the entire Tahoe Basin). Also, to the extent that development right transfer occurs from outlying neighborhoods into Town Center settings, it is reasonable to expect the number and length of distant trips to be reduced between residences and commercial uses and public services. The VMT associated with these two scenarios and the proposed Area Plan are shown in Table 19.

Table 18: Multi-Family Parcel VMT Analysis – Net Impact

Area	Net Increase in Allowable MFDU	Average VMT per Resident	Average Residents per Unit	Total Residential VMT	Total VMT with Town Center Non-Auto Reduction	Net Impact of Area Plan on VMT
Mid-Town Area Plan	96	11.19	2.30	2,398	2,278	N/A
City of South Lake Tahoe	96	10.85	2.30	2,395	N/A	-117
Tahoe Basin	96	16.12	2.30	3,558	NA	-1,280

Notes: MFDU = multi-family dwelling units; VMT = vehicle miles traveled; NA = not applicable; TRPA = Tahoe Regional Planning Agency. Numbers may not add up due to rounding.
Source: LSC Transportation Consultants, Inc. 2026.

As shown in Table 19, the total residential VMT associated with the Area Plan would be a net reduction than if these units were located within the City of South Lake Tahoe or within the TRPA Basin. However, the TRPA PIA tool does not account for additional mode shift associated with higher-density town center environments, which benefit from greater access to non-auto travel options. Thus, a 5 percent non-auto mode reduction is applied to account for increased walking, cycling, and transit use within the Town Center environment and based on non-auto travel percentage comparisons between Town Center and non-Town Center locations.

Applying the reduction for non-auto travel in the Town Center setting to the maximum theoretical impact yields an adjusted VMT impact of 6,028 daily VMT. Thus, when compared to the theoretical baselines for the City of South Lake Tahoe and the TRPA Basin, the proposed Area Plan would result in a decrease of approximately 210 and 3,241 daily VMT, respectively. The maximum theoretical impact of 6,345 daily VMT should be understood as a conservative upper bound. When considered in the context of the basin's allocation system and factoring in the travel benefits of Town Center living, adoption of the proposed Area Plan would result in a reduction of multi-family residential VMT.

Mixed-Use/Commercial Parcels VMT Analysis

In mixed-use buildings, commercial uses occupy the ground floor and upper floors are available for residential use. Maximum building heights under current and proposed standards support multi-story buildings. Therefore, the net change in gross floor area (GFA) between current and proposed standards is directly tied to a change in multi-family housing units. An average size of 1,000 square feet was assumed for all multi-family dwelling units. The GFA associated with the upper floors of the maximum allowable building was divided by 1,000 square feet to calculate the number of allowable multi-family dwelling units per parcel. This was then converted to multi-family dwelling unit per acre and compared against maximum allowable density to confirm compliance with the allowable maximum. Once determined compliant, the multi-family dwelling unit per parcel was multiplied by the total number of parcels in each subarea to determine the total allowable multi-family dwelling units by subarea. This calculation was performed for both current and proposed standards, and the difference between the two represents the net change in multi-family dwelling units by sub area. The VMT for mixed-use commercial parcels was calculated using the same formula described above. Table 19 depicts the VMT associated with mixed-use commercial parcels.

Table 19: Vehicle Miles Traveled Associated with Mixed-Use Commercial Parcels

Area	Daily Trip Generation Rate[1]	Net Increase in Allowable MFDU	Vehicle Trips	VMT PIA Zone	PIA Zone VMT per Resident	Average Residents per Unit	Estimated VMT per MFDU	Total Residential VMT
West of Lodi Avenue and East of Link Road (In Town Center)	6.21	-48	-295	15	10.76	2.30	24.8	**-1,176**
Between Lodi Avenue and Link Road	6.21	324	2,012	15	10.76	2.30	24.8	**8,018**
Between Tulare Avenue and Edgewood Circle	6.21	-12	-73	12	10.31	2.30	23.7	**-280**
West of US 50	6.21	2	15	12	10.31	2.30	23.7	**58**
East of Rufus Allen Boulevard	6.21	3	19	10	11.95	2.30	27.5	**83**
South of Al Tahoe Boulevard	6.21	9	56	10	11.95	2.30	27.5	**248**
North of Al Tahoe Boulevard	6.21	171	1,062	10	11.95	2.30	27.5	**4,700**
Total[1]	**NA**	**450**	**2,796**	**NA**	**NA**	**NA**	**NA**	**11,651**

Notes: MFDU = multi-family dwelling unit; VMT = vehicle miles traveled; NA = not applicable.
[1] Numbers may not add up due to rounding.
Source: LSC Transportation Consultants, Inc. 2026.

Across all districts, total allowable multi-family dwelling units increases from 1,778 multi-family dwelling units under current standards to 2,228 under the proposed Area Plan, a net increase of 450 multi-family dwelling units on mixed-use commercial parcels. As with multi-family residential parcels, a 5 percent non-auto mode reduction was applied to account for increased walking, cycling, and transit use within the Town Center environment and based on non-auto travel percentage comparisons between Town Center and non-Town Center locations.

Table 20: Mixed-Use Commercial Parcel VMT Analysis – Net Impact

Area	Total Residential VMT	Total VMT with Town Center Non-Auto Reduction	Net Impact of Area Plan on VMT
Mid-Town Area Plan	11,651	11,068	NA
City of South Lake Tahoe	11,234	NA	-166
Total TRPA Basin	16,688	NA	-5,620

Notes: MFDU = multi-family dwelling units; VMT = vehicle miles traveled; NA = not applicable; TRPA = Tahoe Regional Planning Agency.
Source: LSC Transportation Consultants, Inc. 2026.

When compared to the theoretical baselines for the City of South Lake Tahoe and the TRPA Basin, the proposed Area Plan would result in a decrease of approximately 166 and 5,620 daily VMT, respectively, as shown in Table 20, for mixed-use commercial parcels.

Public Service Parcels VMT Analysis

The Area Plan contains several public service parcels that would be subject to changes in maximum allowable building height under the proposed Area Plan. Some of these parcels do not contain buildings (e.g., parking lots) and are therefore excluded from analysis, and no vacant parcels were found to be designated as public service parcels. The relevant parcels and associated land uses include a church, government buildings, community college, public utility buildings, and fire station. All identified public service parcels are destination-driven, meaning visitors travel to them based on need rather than building size or capacity. For example, increasing the allowable height of a post office or fire station would not generate additional trips as demand is independent of building dimensions. Similarly, upper-floor residential uses would not be expected for any identified public service land uses. For these reasons, it can reasonably be concluded that the proposed changes in allowable building height would not result in a meaningful change in trip generation or VMT for public service parcels within the proposed Plan Area.

Recreation Parcels VMT Analysis

The Area Plan contains several recreation parcels that would be subject to changes in maximum allowable building height under the proposed Area Plan. Some of these parcels do not contain buildings and are therefore excluded from analysis. The buildings on parcels warranting further consideration include a recreation and aquatic center, ice arena, and sports club; all of which are destination-driven uses where trip generation is governed by membership, programming, and occupancy rather than building height or floor area. For the reasons described above, an increase in allowable building height would not translate to a meaningful change in the intensity of use, and upper-floor residential use would not be appropriate for any of these land uses. In addition, the South Lake Tahoe Recreation and Aquatics Center recently opened in April 2026 and the Athletex fitness club underwent a full interior remodel in early 2026, demonstrating that redevelopment of these two buildings in the near-term is unlikely. Although the ice arena is older, it is associated with the new recreation complex and is similarly unlikely to be redeveloped in the near-term. For these reasons, it can reasonably be concluded that the proposed changes in allowable building height would not result in a meaningful change in trip generation or VMT for recreation parcels within the plan area.

Summary

The maximum potential changes to VMT resulting from implementation of the Area Plan are summarized in Table 22.

Table 21: Mid-Town Area Plan Vehicle Miles Traveled Summary

Parcel Designation	Maximum Potential Change in Residential Units (within Plan Area)	Maximum Potential Change in VMT (within Plan Area) with Town Center Non-Auto Reduction	Maximum Potential Change in VMT (within City of South Lake Tahoe)	Maximum Potential Change in VMT (within Tahoe Basin)
Multi-Family Residential	250	6,028	6,238	9,269
Mixed-Use	450	11,068	11,234	16,688
Public Service	0	0	0	0
Recreational	0	0	0	0
Total	700	17,096	17,472	25,957

Net Impact on VMT	NA	NA	-376	-8,861

Notes: NA = not applicable; VMT = vehicle miles traveled.
Source: LSC Transportation Consultants, Inc. 2026.

Adoption of the proposed Area Plan would have a maximum potential change in residential units of approximately 700 multi-family dwelling units, resulting in a maximum increase of 17,096 daily VMT across the entire Area Plan. This figure represents a cumulative area-wide maximum, not a project-specific finding. Any future development project would be required to compare its VMT against applicable TRPA screening criteria and/or standards of significance to determine compliance. Because no new residential units may be introduced to the Tahoe Basin, only distributed from one location to another, the units drawn into the Town Center under the proposed Area Plan would have otherwise been developed elsewhere in the Basin. As shown in Table 22, the overall VMT impact would be higher if the same units were located within a different area of the Tahoe Basin. When the baseline VMT associated with those units at their prior dispersed location is accounted for, the net effect of concentrating them within the Mid-Town Center is an estimated decrease of approximately 376 from within the City of South Lake Tahoe and an estimated decrease of approximately 8,861 daily VMT within the Tahoe Basin. Future development projects would be required to compare individual project-generated VMT against applicable TRPA screening criteria and standards of significance to determine compliance. Projects that exceed the applicable land use standards of significance would be required to implement project-level mitigation to reduce VMT and pay a TRPA mobility mitigation fee, which would prevent substantial effects from changes in VMT. This impact would be less than significant.

Environmental Analysis: Less than significant.

Required Mitigation: None.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Subsequent projects affecting Caltrans right-of-way along US 50 would be subject to Caltrans review and approval through the encroachment permit process and would be required to comply with applicable State highway design, traffic safety, and traffic control standards. These requirements include adherence to the Caltrans Traffic Safety Systems Manual for the design and application of roadway safety features and the California Manual on Uniform Traffic Control Devices (CA-MUTCD) provisions governing temporary traffic control during construction activities. Similarly, construction activities occurring within City of South Lake Tahoe rights-of-way would require issuance of an encroachment permit and compliance with the City's Public Improvement and Engineering Standards, which establish requirements for work within public rights-of-way. Through the permit review process, the City may require temporary traffic control measures to maintain safe operation of the transportation network during construction activities.

Implementation of the Area Plan would be consistent with policies identified in the adopted TRPA Regional Plan and City General Plan, which encourage a land use pattern that promotes the use of alternative modes of transportation. Consistent with the TRPA Regional Plan and City General Plan, implementation of the Area Plan would enhance pedestrian and bicycle safety. Figure TC-3 of the Transportation and Circulation Element of the General Plan include the existing and planned

bicycle and pedestrian facilities within City limits including the Mid-Town plan area. Further, General Plan Policy TC-3.2 calls for the development of a cohesive and continuous public bicycle and pedestrian network, and Policy TC-3.3 states that the City shall maintain and implement the Bicycle Master Plan and improve bicycle and pedestrian connections between all neighborhoods and land uses. General Plan Policy TC-3.19 requires new projects to provide connections to existing and planned pedestrian and bicycle infrastructure.

Area Plan policies call for the construction of active transportation improvements to enhance connectivity (Policy 1.01 and Policy 1.02), implementation of vision zero countermeasures (Policy 3.5), and increased coordination with transit providers (Policy 5.1). Adding dedicated paths for walking and biking and enhancing transit options would improve safety conditions and allow efficient movement of people in the Mid-Town plan area. The Mid-Town Area Plan would also require frontage improvements or alternative contributions for all major redevelopments or new construction (Policy 1.08) and explore opportunities to separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. Specifically, by virtue of adding sidewalks, dedicated bike paths, enhanced transit, and other amenities, safety conditions would be improved and the potential for conflict would be reduced. Furthermore, all transportation facilities proposed in the Area Plan would conform to the appropriate federal, state, and local roadway, sidewalk intersection design standards (e.g., ASHTOO, CA-MUTCD, Caltrans Highway Design Manual, City Public Improvement and Engineering Standards, and City Project Design Guidelines).

Subsequent projects associated with Area Plan implementation would undergo project-level environmental review by the City and TRPA and would be required to demonstrate compliance with applicable design, transportation, and safety standards during construction and operations. For these reasons, the Area Plan would not result in a substantial increase in transportation hazards. This impact would be less than significant.

Environmental Analysis: Less than significant.

Required Mitigation: None.

d) Would the project result in inadequate emergency access?

See the discussion for CEQA Question XX.a under Section XX, "Wildfire," which concludes that implementation of the Area Plan would not adversely affect emergency evacuation plans or access. The Area Plan does not propose any project or policy that would lessen the roadway capacity of evacuation routes through the plan area nor does it propose new land uses or developments that would reduce existing access.

South Lake Tahoe Fire Rescue provides emergency fire, rescue, and medical aid service in the city. Subsequent projects developed under the Area Plan would be designed in accordance with City design standards and required to comply with California Fire Code standards as adopted by reference in Chapter 5.05, "California Fire Code," of the City of South Lake Tahoe City Code. The California Fire Code establishes minimum requirements for emergency access, which includes minimum roadway width and turning radii for fire apparatus. Area Plan Policy 2.3 requires all project sites to provide adequate emergency access. Projects associated with the Mid-Town Area Plan

would undergo project level environmental analysis and be subject to review by City of South Lake Tahoe staff and emergency service agencies to ensure the design of each project meets applicable safety standards to provide physical access for emergency vehicles.

Environmental Analysis: Less than significant.

Required Mitigation: None.

13. TRANSPORTATION/CIRCULATION (TRPA)

a. Will the proposal result in generation of 650 or more new average daily Vehicle Miles Travelled?

See analysis for CEQA Question XVII.b.

When the baseline VMT associated with those units at their prior dispersed location is accounted for, the net effect of concentrating them within the Mid-Town Center is a decrease of approximately 376 within the city to 8,861 daily VMT within the Tahoe Basin. Future development projects would be required to compare VMT against applicable TRPA screening criteria and standards of significance to determine compliance. Projects that exceed the applicable land use standards of significance would be required to implement project-level mitigation to reduce VMT and pay a TRPA mobility mitigation fee. This impact would be less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

b. Will the proposal result in changes to existing parking facilities, or demand for new parking?

In accordance with Section 13.5.3.B.2 of the TRPA Code, the Area Plan would carry forward shared and areawide parking strategies that support reductions in land coverage and make more efficient use of land for parking and pedestrian uses. As described in Chapter 2, "Project Description," the Area Plan incorporates a flexible parking management approach intended to reduce reliance on personal vehicles and support transit use, active transportation, and shared mobility options. Because all commercial and residential parcels are located within one-half mile of a transit stop, all uses may implement up to a 30 percent reduction in required parking. The plan would allow applicants the option to provide a parking demand analysis, for review and approval by the review authority, to determine the need to build more or fewer parking spaces than otherwise required. The applicant may also implement alternative transportation methods such as shuttles for staff/patrons; incentives for nearby accommodation; car/bike share; or other means that reduce reliance on individual vehicles; enter a formal shared parking agreement with a secondary parcel; provide significant contributions to the active transportation network or other public transportation improvements, beyond those required by TRPA or City Code in order to justify a different parking demand. In addition, the Area Plan includes a pilot program that eliminates minimum parking requirements for Nursing and personal care; Group facilities; Residential care; Outdoor recreation concessions; Outdoor amusements, Participant sports facilities; Colleges; Recreation centers; Transit stations and terminals; Boat launching facilities; Beach recreation; and Amusement, recreation, and entertainment facilities, provided the proposed parking supply is supported by project-specific characteristics and approved by the review authority.

The Town Center is an area intended to provide a mix of commercial, public service, light industrial, office, and residential uses and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities. Within the expanded Town Center, multi-family residential parcels will have an increase in allowable density from 15 to 25 dwelling units per acre. Any subsequent projects allowed within the Area Plan would be subject to permitting by TRPA and/or the City of South Lake Tahoe. Each future project would continue to be reviewed for consistency with the applicable parking standards and would be reviewed through a project-specific environmental review (TRPA Code Chapter 3) to ensure the proposed project would not significantly degrade parking conditions.

By concentrating more housing in centers located in proximity to transit, with higher parcel-level densities, there would be a reduced overall demand for parking associated with the Mid-Town Area Plan. Additionally, the Town Center offers more opportunities to provide shared parking agreements and other parking management strategies to better utilize existing parking resources, and, by supporting deed-restricted affordable, moderate, or achievable housing developments near transit and other multi-modal transportation options, the overall demand for parking could be reduced. Implementation of the Mid-Town Area Plan and associated parking reductions would support a parking supply model and land use pattern that is reflective of mixed-used parking demand and would continue to move development within the plan area toward meeting the parking and transportation objectives of the Regional Plan. Additionally, all future project proposals would be evaluated at the project level through environmental and permitting review to determine effects on parking and ensure they do not result in significant impacts; and, where significant impacts are found, mitigation measures would be developed to reduce them to the extent practicable.

The proposed Area Plan would have a less-than-significant impact on parking because development would be concentrated more centrally in the Town Center with opportunities for access to transit and multi-modal forms of transportation, the TRPA Code includes shared and areawide parking strategies to more efficiently use land for parking, and project-level review of the parking impacts would continue to be required for all future projects that would result in identification of mitigation related to parking impacts, if necessary.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

c. Will the proposal result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

The Regional Plan and RTP seek to promote a more compact land use pattern with walkable and bikeable town centers and reduced development in outlying areas and sensitive lands. Primary objectives of the Area Plan are to implement the Regional Plan land use strategies and to promote a comprehensive transportation network that is focused on transit, pedestrian, and non-motorized transportation opportunities consistent with the Regional Plan and RTP. Because the proposed Area Plan would not change regional growth potential beyond what was evaluated in the 2012 RPU EIS and 2025 RTP, the impacts associated with the Area Plan would be consistent with those evaluated

in the 2012 RPU EIS (TRPA 2012: 3.3-1 through 3.3-52) and the Initial Study/Initial Environmental Checklist prepared for the 2025 RTP (TRPA 2025b).

The 2012 RPU EIS evaluated the effects of build-out of all development authorized under the Regional Plan, including within the plan area, on roadway segment operations (TRPA 2012: 3.3-40 through 3.3-44). This analysis found that there would be no significant impact on roadway operations within the plan area. The 2012 RPU EIS also evaluated effects on intersection operations (TRPA 2012: 3.3-44 through 3.3-46), which determined that build-out of the Basin would not result in significant impacts to intersection operations within the plan area. The 2012 RPU EIS concluded that there would be a significant impact on some roadway segment operations outside of the plan area. Regional Plan Update Mitigation Measure 3.3-1 was included to reduce the magnitude of impacts on level of service (LOS) to a less-than-significant level. This measure was incorporated as part of the Regional Plan. It required that TRPA develop and implement a program for the phased release of land use allocations in 4-year cycles in conjunction with future updates of the Regional Plan and RTP, monitoring of LOS, and a suite of responsive measures, if monitoring indicates a decrease in LOS. The RPU EIS concluded that impacts on LOS were reduced to a less-than-significant level (TRPA 2012: 3.3-44). This requirement of the Regional Plan Update EIS was incorporated into TRPA Code Section 50.4.3 and is being implemented.

The Mid-Town Area Plan proposes to shift residential development to be further concentrated in the Town Center, which would be closer to employment and service centers and would have better connections to transit, sidewalks, and bicycle facilities, the net effect of which would likely be no VMT increase beyond that which was contemplated in the 2012 RPU EIS. By increasing density within the Town Center, the Mid-Town Area Plan would have a potentially beneficial effect on existing transit systems by concentrating development in lower VMT-generating areas than areas further away from centers throughout the Tahoe Basin. Likewise, bike trails and pedestrian paths in centers are part of the transportation infrastructure with capacity to accommodate trips that have the potential to shift from vehicles to biking and walking; this would also have a beneficial impact on transportation infrastructure by more equitably distributing trips among various modes of transportation.

Additionally, as discussed above under CEQA Question XVII.b, the Area Plan would not increase VMT because, as described above, the Area Plan as a whole, or individually through future project-level analysis and mitigation, as needed, would not increase regional VMT. For these reasons, the Area Plan would have a less-than-significant impact on transportation systems.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

d. Will the proposal result in alterations to present patterns of circulation or movement of people and/or goods?

As discussed in CEQA Question XVII.b, no new residential units may be introduced to the Tahoe Basin, only redistributed from one location to another. Because of the Tahoe Basin residential unit allocation system, the units built in the Town Center would redistribute trips that would otherwise

have occurred elsewhere within the Tahoe Basin. For these reasons, the Area Plan would not alter patterns of circulation, and this impact would be less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None

e. Will the proposal result in alterations to waterborne, rail or air traffic?

The Area Plan does not propose any alterations to waterborne, rail, or air traffic. There are no railways or airports located in the plan area. Any future proposals related to waterborne, rail, or air traffic would be subject to project-level planning, design, and environmental review process. There would be no impact on waterborne, rail, or air traffic.

Environmental Analysis: No.

Required Mitigation: None.

f. Will the proposal result in Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

See analysis for CEQA Question XVII.c.

The Area Plan does not include or approve specific transportation elements or land uses that inherently would increase the potential for transportation hazards. Subsequent projects associated with Area Plan implementation would undergo project-level environmental review by the City and TRPA and would be required to demonstrate compliance with applicable design, transportation, and safety standards during construction and operations. For these reasons, the Area Plan would not result in a substantial increase in transportation hazards. This impact would be less than significant.

Environmental Analysis: Yes, less than significant.

Required Mitigation: None.

XIX. UTILITIES AND SERVICE SYSTEMS (CEQA)

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

See discussion for CEQA item XIV.a. The Mid-Town Area Plan is determined to have a less than significant impact on population growth and will not require expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

Stormwater drainage and treatments are constructed independently as well as alongside new construction, remodels, and smaller projects on both private and public property. Public entities such as the City and Caltrans construct stormwater conveyance and treatment systems to clean runoff from public spaces, specifically high-volume roadways. The City holds a National Pollutant Discharge Elimination System (NPDES) permit issued by Lahontan Regional Water Quality Control

Board (Lahontan). This permit holds the City responsible for meeting load reduction targets, which are reevaluated every five years. In 2016, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Update Report which was subsequently incorporated into the City's NPDES permit. The City's load reduction requirement through 2026 under the NPDES permit is shown in Table 5.

The City completed development of a Pollutant Load Reduction Plan (PLRP), defining feasible and cost-effective pathways to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets as set forth in the City's NPDES permit. The PLRP was submitted to Lahontan in October 2021 and updated in September 2023 as required by the NPDES permit. The City is currently on track to reach the required Lake Clarity Credits (credits). Credits are the singular unit used to track and report load reductions, accounting for multiple pollutant types.

Projects are not only designed to meet load reduction requirements. They oftentimes result in increased aesthetics and transportation options for the area, through the installation of sidewalks, bike paths, and curbs. When possible, vegetated treatments are used which create green spaces in communities.

Electricity for the project area is primarily provided by Liberty Utilities, the operating business for Algonquin Power & Utilities Corporation. Expansion of this network would not have a significant effect on the project area. Power is generated throughout Nevada and transmitted to South Lake Tahoe from Carson City. Substantial expansions to power generation operations would occur in Nevada, where CEQA is not applicable. Because the project area and City of South Lake Tahoe are mostly built out, there is a small chance that new transmissions or distribution infrastructure would be needed. Should this occur however, permitting processes are in place to ensure utility centers and power transmission and distribution facilities are places in appropriate locations and meet building requirements.

Like Liberty, Southwest Gas services south shore but the product does not originate there. Southwest Gas is a wholesale customer of SoCalGas. A 2025 California Gas Report indicates that SoCalGas replies primarily on interstate gas supplies, supplemented by limited California production and substantial storage capacity. Expansions to refining and storage facilities would not influence the project area. SoCalGas appears to have ongoing gas supply availability through a combination of pipeline deliveries and storage. SoCalGas has substantial storage capacity supporting the ability to balance daily and seasonal demand and buffer pipeline supply variability (California Gas and Electric Utilties). The report's recorded data does not indicate a supply shortfall or decline.

Telecommunication facilities throughout the City are regularly upgraded by providers. Regardless of the shifting development trends because of the Mid-Town Area Plan, these improvements are anticipated to continue at the current rate. The City's review of such projects is consistent with applicable federal procedures and California state law to ensure consistent and streamlined permitting while maintaining community safety and aesthetic standards for scenic areas. New

wireless communication facilities are proposed less frequently and undergo a more extensive review.

Under SLTCC 6.75.090, the Mid-Town region is a "preferred location" for wireless facilities as it is dominated by commercial and public service uses. It is not foreseeable that the Mid-Town Area Plan would increase the rate of proposals for wireless facilities within the area.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The City's water and sewer services are provided by the South Tahoe Public Utility District (STPUD). All of the water demand for STPUD's region, which extends beyond the City, is met by groundwater. CEQA Section X.b. discusses STPUD's Urban Water Management Plan and their ability to provide service to the south shore area considering both population growth factors and changing climate conditions. The UWMP indicates that STPUD expects adequate water supplies through 2045 under normal, single-dry, and multiple-dry-year conditions. It does not express near-term concern that water supply will constrain projected growth.

Additionally, all development permitted by the plan area are required to comply with Section 32.4 of the TRPA Code, which requires that a project applicant demonstrate the availability of adequate water quantity and quality for both domestic consumption and fire protection prior to project approval. This is demonstrated at a project-level through the acquisition of a Will Serve Letter from the applicable water purveyor. All new construction as well as redevelopments and expansions of existing structures are required to meet the Basic Services and Facilities Standards con contained in the TRPA Code.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

All development would be required to comply with Section 32.5 of the TRPA Code, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Projects which would exceed wastewater treatment capacity would not be permitted. Multifamily densities within the Bijou Recreation District have been limited due to the current capacity of the wastewater infrastructure in that area.

The 2020 Sewer System Management Plan is the South Tahoe Public Utility District's operational and compliance document for managing its wastewater collection system in accordance with California State Water Resources Control Board requirements. The system evaluation section states that, based on the 2009 Collection System Master Plan and historical flow data, there is little concern about overflows or capacity-related surcharging during summer dry-weather conditions,

and staff believe hydraulic capacity during dry weather is sufficient to convey sewage loads without future sanitary sewer overflow concerns (Brown and Caldwell, 2009). For winter wet-weather conditions, the plan identifies past modeling of potential deficiencies during severe rain-on-snow or holiday peak-flow events, particularly in the Al Tahoe basin, but notes that the Wildwood Relief Sewer Project was already implemented to address that potential overflow location. STPUD's treatment plant has 7.7 million gallons per day (mgd) capacity and sees an average flow of 4.0 mgd. The plant treats about 1.8 billion gallons annually.

The 2020 Sewer System Management Plan generally supports the finding that STPUD has adequate wastewater service planning and programming for the future of its service area, so long as improvements as outline by STPUD's capital projects plan are pursued. While the service area is not expected to continue expanding geographically, STPUD emphasizes the importance of ongoing capital projects for supporting system components and localized capacity increases as standard development continues. Areas of focus for future projects include pump station rehabilitation; force main and gravity sewer work; continued long term capacity planning; and recycled water/reuse projects. STPUD's 2022 Water and Sewer Capacity Charge Report does not identify an immediate wastewater treatment capacity shortfall. It shows that the system has remaining capacity for future connections under the methodology used for the fee study to support future projects. The report ties future sewer capacity charges to the District's Capital Improvement Plan and states that sewer projects total $108.4 million, of which $37.6 million were identified as capacity-charge eligible growth-related improvements (HDR Engineering, Inc. , 2022).

The Mid-Town Area Plan will have a less than significant effect on wastewater treatment. The sewer system has available capacity to accommodate growth. STPUD plans and budgets for capital improvements that will allow the collection and treatment system to maintain sufficient capacity. Where the Mid-Town Area Plan overlaps with areas of constrained infrastructure, the proposed density has not been increased.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

See CEQA item xix.e. below for a discussion of the Mid-Town Area Plan in relation to federal, state, and local management and reduction statutes of solid waste. Solid waste generated within the Mid-Town region would first be transported to the South Tahoe Refuse transfer station and materials recovery facility at 2140 Ruth Ave, South Lake Tahoe, in the Tahoe Valley region. Solid waste leaving this facility is transported to Lockwood Landfill in Storey County, Nevada. The capacity of Lockwood Landfill is 302.5 million cubic yards over 856.5 acres and is sufficient to serve the needs as discussed above (Nevada Division of Environmental Protection, Bureau of Waste Management.). Based on standard California residential generation assumptions, the number of units that could practically be constructed within Mid-Town would be expected to generate between 6,500 to 7,900 tons of solid waste per year, which is a small fraction of the landfill's documented remaining annual capacity. Existing resource recovery operations provide recycling of various materials, including

green waste and construction material, which further reduces the quantity of waste sent to the landfill pursuant to state law. All projects proposed within plan area would be subject to Chapter 4.150 of the City Code regulating refuse and garbage, as well as TRPA Regional Plan Land Use Element Goal 5, Policy 1, Public Services Element Goal 3, Policy 2, and the City General Plan Policy PQP-3.3 requiring the transport of solid waste outside the Basin in compliance with California state laws. Thus, the Mid-Town Area Plan complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Mid-Town Area Plan does not propose to alter federal, state, or local management and reduction statutes, or regulations related to solid waste. Local regulations as detailed in SLTCC 4.150: Solid Waste, Recycling, and Organic Materials applies to all existing and proposed developments within the project area. The chapter may be updated as deemed necessary to meet local needs and maintain consistency with overarching statutes. City General Plan Policy PQP-3.3 requires the transport of solid waste outside the Basin in compliance with California state laws.

South Tahoe Refuse (STR) has a contract with the City to be the sole provider for collection of trash, yard waste, and recycling from both commercial and residential properties. Through this contract, the City and STR ensure compliance with state and federal statutes. A three-bin system (waste, yard waste, and recycling) was recently implemented to more efficiently track household waste and meet sustainability targets implemented by the State.

Environmental Analysis: No impact.

Required Mitigation: None

16. UTILITIES (TRPA)

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

a. Power or natural gas?

See analysis CEQA Question XIX.a.

Environmental Analysis: No.

Required Mitigation: None

b. Communication systems?

See analysis for CEQA Question XIX.a.

Environmental Analysis: No.

Required Mitigation: None

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

See discussion for CEQA Question XIV.a. The Mid-Town Area Plan is determined to have a less-than-significant impact on population growth and will not require increased water demand.

Environmental Analysis: No.

Required Mitigation: None

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

See discussion for CEQA Question XIX.c. The Mid-Town Area Plan will have a less than significant effect on wastewater treatment. The sewer system has available capacity to accommodate growth. STPUD plans and budgets for capital improvements that will allow the collection and treatment system to maintain sufficient capacity. Where the Mid-Town Area Plan overlaps with areas of constrained infrastructure, the proposed density has not been increased.

Environmental Analysis: No.

Required Mitigation: None

e. Storm water drainage?

Additional stormwater drainage beyond systems and BMPs implemented as part of private or public improvements is not anticipated. Because such systems must be designed to treat all on site impervious surfaces, additional runoff is not anticipated. The City regularly pursues areawide treatments for right of ways. Stormwater conveyance and treatments are discussed previously in CEQA Questions X.a, 3.b, and XIX.a.

Environmental Analysis: No.

Required Mitigation: None

f. Solid waste and disposal?

South Tahoe Refuse (STR) has a contract with the City to be the sole provider for collection of trash and yard waste from both commercial and residential properties. All developed properties within the City are required to pay services rates regardless of the occupancy status of the property. These rates cover additional staffing or equipment required to increase service to such properties.

See TRPA Questions 16.d and 16.e for further discussion of waste disposal practices.

Environmental Analysis: No.

Required Mitigation: None

XX. WILDFIRE (CEQA)

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Fire readiness and resilience start with proactive land use plans that anticipate human behavior and incorporate risk reduction. Land use plans are layered with building codes and fire safety regulations that reduce the chances of fires starting and spreading. Both the Mid-Town Area Plan and this analysis were completed in accordance with the State of California's Attorney General's "Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act" and in collaboration with South Lake Tahoe Fire Rescue.

Local Responsibility Area Fire Hazard Severity Zones are mapped by the California Department of Forestry and Fire Protection (CAL FIRE) under the direction of the State Fire Marshal. Per California Government Code Section 51179(a), local jurisdictions must adopt the map by ordinance within 120 days of receiving finalized maps from the State Fire Marshal. In February of 2025, the City received public feedback regarding the map. After a public comment period, the South Lake Tahoe City Council adopted the updated map on May 6, 2025. The majority of the City of South Lake Tahoe is classified as a Very High Fire Hazard Severity Zone. Exceptions include part of the Tahoe Keys neighborhood, the majority of the Al Tahoe neighborhood, and shoreline areas east of the Al Tahoe neighborhood, which are designated as high or moderate zones. The Mid-Town Area Plan is surrounded within the City limits by Very High Fire Hazard Severity Zones and, outside the City limits, by both federal and state responsibility areas.

Though South Lake Tahoe is primarily within Very High Fire Hazard Severity Zones, the growth management system implemented by TRPA and the existing land ownership patterns limit how the City and surrounding area can be developed. The City of South Lake Tahoe and adjacent El Dorado County neighborhoods are bordered by large parcels owned primarily by the United States Forest Service (USFS). These parcels are zoned for limited uses and primarily support resource management and recreation uses. USFS operations generally no longer include developing residences on these lands. The land ownership and surrounding geography of South Lake Tahoe naturally minimize sprawl. This prevents residential development in areas with the highest wildfire risk.

A classification of Very High Fire Hazard Severity Zone triggers additional building and fire code requirements intended to promote fire safety. Within the Very High Fire Hazard Severity Zone the Building Official and Fire Chief enforce the wildland-urban interface (WUI) fire protection provisions of the Building and Fire Codes contained within Title 24 of the California Building Standards Code. The WUI consists of areas where human development is adjacent to wildlands and dense natural vegetation. According to the U.S. Forest Service's Geospatial Data Discovery records, most of the Mid-Town area is within the wildland-urban interface. Less developed regions of the plan area such as Bijou meadow, park, and golf course, are classified as wildland-urban intermix, as the areas are maintained in a more natural landscape with less dense development.

The City's evacuation management procedures are informed primarily by the Lake Tahoe Regional Evacuation Plan (2024). Following the Caldor Fire this document was developed in collaboration with the Lake Tahoe Fire Chiefs Association, which consists of five counties across two states. Factors considered in the plan include roads and corridors, capacity, number of people, weather, topography, and fire behavior. These are the variables that Emergency Operations Centers (EOCs)

consider when implementing evacuations. The following discussion addresses how these procedures may be affected by provisions introduced by the Mid-Town Area Plan.

The primary method of preventing injury and death during an active wildfire is evacuation by vehicle. Primary evacuation routes for South Lake Tahoe include Highway 89 north towards Truckee, CA, or south into Hope Valley; and Highway 50 east into Stateline, NV, or west towards Placerville, CA. These roadways cannot be expanded without significant collaboration with private property owners. Increasing roadway capacity is considered an infeasible approach. Highway 89 north towards Truckee, CA has limited capacity and traffic slows significantly around Emerald Bay. The Mid-Town Area Plan does not include any portion of Highway 89, though it does include approximately 2.3 miles of Highway 50/Lake Tahoe Boulevard. The Mid-Town Area Plan does not propose any project or policy that would reduce the roadway capacity of evacuation routes through the plan area. In evacuation scenarios, officials may manipulate roadway capacity through traffic control plans. Reverse traffic may be allowed, or turning lanes may be converted to travel lanes. This approach, however, has the potential to increase the risk of accidents and limit the arrival of emergency personnel. For these reasons, this is not a preferred practice but may be implemented in time-sensitive situations.

Secondary to evacuation is sheltering in place. This may be recommended for those with access to new construction developments that are up to date with building and fire codes. Shelter-in-place locations may include residences, workplaces, public facilities, or other locations that meet applicable fire prevention and suppression regulations. Sheltering in place can be safer than attempting to evacuate for all present at the time of an evacuation order. Sheltering in place reduces inundation of roads and allows for more efficient travel out of the affected area for those that are unable to shelter in place. Fewer vehicles on roadways also increase response time for first responders and reduce the chances of vehicle collisions that may draw further resources. The decision to direct citizens to evacuate or shelter in place is carefully considered and may be directed by the Chief of Police or EOC officials, depending on the stage of the emergency. Sheltering in place is intended to be a short-term action until those unable to do so have safely left the area and roadways are not impacted.

The development pattern facilitated by the Mid-Town Area Plan is meant to produce developments with the lowest wildfire risk. The Area Plan is designed to encourage redevelopment, which is one of the most reliable wildfire mitigation strategies. The plan area has limited existing residential uses. Any new residential developments will be built to current building and fire code standards within the WUI. Residents will most likely be ordered to shelter in place; therefore, new residential developments will not add demand to roadway evacuation capacity. The areas within Mid-Town designated for higher density are closer to the City's core. In “Attorney General Bonta Issues Guidance to Local Governments to Mitigate Wildfire Risk from Proposed Developments in Fire-Prone Areas,” it is recommended that local governments “strive to increase housing density and consolidate design,” relying on higher-density infill development as much as possible, because concentrating growth in already developed areas can reduce the spread of housing into the wildland-urban interface, where new residents and structures face greater exposure to ignition, fire spread, evacuation constraints, and emergency access challenges. Locating development near existing roads, evacuation infrastructure, and fire services can improve public safety and

emergency response, while avoiding steep slopes and rugged terrain lowers exposure to fast-moving fires.

One of the largest variables of wildfire emergency scenarios is the number of individuals who need to be secured. This fluctuates drastically due to the level of tourism South Lake Tahoe receives. A larger number of tourists causes more congestion and can affect emergency operations in other ways. Non-residents are more likely to evacuate, even when shelter-in-place orders are issued. Non-residents are less likely to be registered with mass notification systems, and therefore do not receive real-time guidance and instructions, whereas approximately 80% of residents receive such notices. The Mid-Town Area Plan does not propose changes that would increase the number of short-term stays. The capacity for tourist accommodation use is not proposed to change, nor are the areas where it is not proposed to change, nor are the areas where tourist accommodations are allowed. To proactively mitigate tourist congestion when a wildfire can be anticipated, the City of South Lake Tahoe uses multiple media platforms to discourage travel into the affected area. These notices may be issued before the fire is within the City's jurisdiction. Management agencies may also have the authority to limit traffic to local traffic and emergency personnel. Staged evacuation that specifically considers second-home occupancy rates and transient population levels can significantly improve evacuation times and reduce congestion (Madusha Maha Gamage, 2025).

This analysis does not include a modeled evacuation scenario. Discussions with transportation engineers informed staff that such studies are becoming less frequent as their real-world applicability is extremely limited. While modeling can provide estimated evacuation times based on the specific inputs (ignition location, structural integrity, rate of spread, weather, population, etc.), the number of variables makes them unreliable to be used as reference points in real evacuation instances.

The Mid-Town Area Plan will have a less than significant impact on the region's adopted emergency response and evacuation plans. In such events, the City of South Lake Tahoe works closely with partner agencies to create dynamic plans in response to the unique wildfire events.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Area Plan will have a less than significant effect on fire risk. The possibility of increased density does pose a risk of additional fires, as human activities are common sources of fire. The Mid-Town area, however, is developed with little risk of urban fires spreading to dense flammable vegetation. All developments and construction activities have the potential to cause fires, and there are no factors within the Area Plan that would increase this likelihood beyond existing levels. The City of South Lake Tahoe is a semi-urban area, with the Mid-Town region considered urban with 80% of the project area already developed with a mix of uses. Any new developments, additions, or remodels must comply with all TRPA, City, and applicable State regulations to reduce fire risk and create defensible space. Construction activities should take measures to reduce fire risk, such as

installing fire suppression equipment at job sites in accordance with local fire codes and standards. The City's Fire Inspector reviews developments, special events, and other activities to ensure that sites can be accessed by emergency responders.

Properties within the City of South Lake Tahoe shall adhere to AB 38, Real Estate Transactions & Wildfire Disclosure. AB 38 requires sellers to provide proof of compliance with defensible space regulations. If this documentation is unavailable or an inspection has not been conducted, the buyer must complete the inspection and comply within six months of the transaction's closing date. This supplements the City's existing Fire Inspections program for both residential and commercial sites and has the potential to increase compliance rates.

Regulations for facilities that require the storage or transport of flammable hazardous materials are discussed in CEQA Question IX. A less than significant effect was determined. South Tahoe Refuse supports responsible disposal of hazardous materials, including flammable substances, by accepting up to 20 gallons for no charge. Substances are handled by professionals and transported out of the Tahoe Basin for final processing and disposal.

Mid-Town is relatively flat. The maximum slope within the plan area is 20% which occurs across vacant parcels. Due to the City and TRPA's grading and excavation regulations, no project shall significantly change the topography of the area. Tree removal within urban areas of the City is generally limited to clearing space for a building footprint and for creating defensible space. Due to existing regulations, tree removal is not anticipated at levels that would affect winds.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The possibility of population growth caused by the Mid-Town Area Plan is discussed in CEQA Questions XIV, 12, and 11. The impact is determined to be less than significant. While the plan may shift existing potential development to the Mid-Town region, it does not create development potential beyond what was proposed and analyzed in the EIS (TRPA 2012a) for the 2012 Regional Plan Update. Mid-Town is in an urban area served by existing utility infrastructure. Developments within the plan area will largely be infill development. They will connect to existing utility mains. The Mid-Town Area Plan will not result in development that requires additional roadways, water sources, or other utilities. See also the analysis for CEQA Question XX.b. which discusses the inherent risk of fire alongside the presence of humans and construction activity. There are no factors within the Area Plan that would increase this likelihood beyond existing levels.

Environmental Analysis: Less than significant impact.

Required Mitigation: None.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The elements of inquiry for this section are explored individually in the sections noted below.

Discussion Item	Prior Analyses	Determination
Flooding	TRPA Questions 3.c, 3.e, 3.f, and CQA Question X.d.	Less than significant impact
Landslides	CEQA Questions VII.a.iv, VII.v.	Less than significant impact
Drainage	TRPA Questions 3.e, 3.f.	Less than significant impact

The probability of landslide occurrences within the City is high but limited in geographic extent, and further limited within the plan area. Figure 4-23 (page 4-106) in the Local Hazard Mitigation Plan contains a landslide susceptibility map showing three primary locations within the plan area identified as Class VI or VII. These are contained within Bijou Park, Bijou Golf Course, and the South Tahoe Public Utility District (STPUD) facilities. The steepest slope within the plan area is on the STPUD property, at approximately 20%. These locations present low risk, as they do not contain dwelling units. The City of South Lake Tahoe has never declared a disaster due to landslides and no deaths have occurred from them. The California Department of Conservation's Geological Survey reports two landslides in recent records within the sphere of influence of the City, though none within City limits. Both incidents occurred along US Highway 50 as it entered the Lake Tahoe Basin.

Following fires, responsible agencies quickly assess burned areas and perform stabilization as needed. Post-fire soil stabilization reduces life-safety risk by preventing burned hillsides from failing and by slowing, spreading, or redirecting runoff before it turns into debris flows, flooding, or erosion that threatens people, homes, and infrastructure. The US Forest Service's post-fire emergency stabilization program is the Burned Area Emergency Response (BAER) program. The program identifies post-wildfire threats to human life, property, and natural or cultural resources on National Forest System lands. Stabilization treatments are then designed by hydrologists, soil scientists, engineers, biologists, vegetation specialists, archeologists, and other specialists (US Forest Service, n.d.). The California Tahoe Conservancy prescribes similar treatments to its lands after wildfire events. Such approaches include methods as noted below.

Treatment type	Main purpose	Purpose
Mulching / soil cover	Reduce erosion and raindrop impact	Lowers sediment production and runoff concentration
Contour wattles / logs	Slow overland flow and trap sediment	Reduces slope erosion above structures and roads
Erosion control blankets	Protect highly erodible surfaces	Helps prevent shallow surface failure on critical slopes
Drainage repairs / culvert work	Maintain conveyance	Prevents overtopping, washouts, and redirected flows
Check dams / sediment barriers	Capture sediment in small drainages	Reduces debris delivery to crossings and developed areas
Channel stabilization	Limit incision and bank failure	Helps keep flows in defined paths
Emergency slope treatments near roads or buildings	Reduce localized instability	Lowers immediate collapse/fall hazards to people and property

The Mid-Town Area Plan does not propose any changes that would place people or structures in significant risk due to runoff, post-fire slope instability, or drainage changes. The plan area is relatively flat, and Class VI or VII landslide susceptibility is limited to Bijou Park, Bijou Golf Course, and the South Tahoe Public Utility District (STPUD) facilities. Action to prevent such events following wildfires is a priority recognized by all land management entities in the south shore region. The impact is less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

XXI. MANDATORY FINDINGS OF SIGNIFICANCE (CEQA)

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

Biologists with expertise in Tahoe Basin natural resources reviewed existing data and conducted a reconnaissance-level survey of the plan area. Existing conditions and factors evaluated during the reconnaissance survey included proximity of the plan area to known sensitive plant and wildlife resources; the general distribution, types, and quality of habitats; the plan area's potential to support core breeding areas or movement corridors for special-status and common wildlife species; and sources and levels of disturbances from existing land uses.

The analysis found that no special-status plant or animal species that are currently known or with moderate to high potential occur regularly in the plan area or use habitats in the plan area for breeding or other critical life history functions. The plan area lacks suitable or high-quality breeding habitat and has high disturbance levels associated with existing urban uses.

TRPA Code (Chapter 67) and General Plan policies address protection of cultural and historic resources and provide processes to avoid or minimize impacts on historic and archaeological resources. The Mid-Town Area Plan contains the following policies under *Art, Cultural, and Historic Resources Goal 3 – Appreciate and recognize cultural and historic resources within the Mid-Town plan area*.

- **Policy 3.1 Archeological Discoveries** Treat all newly discovered archeological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.2 Paleontological Discoveries** Treat all newly discovered paleontological finds as significant resources until evidence to the contrary has been provided.
- **Policy 3.3 Resource Preservation** Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation for the loss of the resource that preserves public access and provides education.
- **Policy 3.4 Human Remain Discovery** Require projects or ground disturbance activities be halted should human remains be discovered. Follow state procedures regarding notifying the County Coroner and the Native American Heritage Commission and Washoe Tribe should the remains be determined to be indigenous.

Included in the existing Codes and policies are measures to identify tribal cultural and historic resources discovered during ground disturbing construction activities and protect those deemed by the tribes or the state to have unique ethnic or historic values. Project development within the plan area will be required to comply with federal and state regulations, TRPA Code and General Plan policies during project specific review, and therefore, would not alter or adversely affect tribal cultural resources. Because any development associated with the Mid-Town Area Plan would be required to comply with these regulations, consistent with existing practices, it would not alter or adversely affect archeological or historical resources. Thus, this would have a less than significant impact.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Like the General Plan itself, the Mid-Town Area Plan is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the Mid-Town Area Plan over the long-term (approximately 20 – 25 years) and are applicable to all programs and projects during this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the General Plan EIR (City of South Lake Tahoe, 2010) (TRPA 2012a, pp. 4-2 through 4-10) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the Mid-Town Area Plan. Their scope and characteristics are not known to have substantially changed, and no additional cumulative projects or programs are known at this time.

The Area Plan will be wholly consistent with the General Plan, as amended. Because no specific projects are proposed for which contributions to cumulative impacts can be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan also applies to the Area Plan. The General Plan EIR concluded that General Plan implementation could result in increased development, redevelopment, and construction activity leading to an increase in overall greenhouse gas (GHG) emission that would make a cumulatively considerable contribution to global climate change. Because implementation of the Regional Plan (i.e., cumulative condition) will result in significant and unavoidable impacts to GHG emissions, and TRPA has already found that other social, environmental, and economic factors overrode those impacts, no further analysis is required for the Mid-Town Area Plan since its impacts are consistent with those identified in the RPU EIS.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

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

As described above in item CEQA Question XXI.b, projects permitted through the Mid-Town Area Plan would require project-level environmental review. They would be required to comply with all applicable TRPA, federal, state, county, and City regulations, including protections for human health and safety. Therefore, implementation of the Area Plan would not create a substantial direct or indirect adverse effect on human beings. Thus, this impact is less than significant.

Environmental Analysis: Less than significant impact.

Required Mitigation: None

FINDINGS OF SIGNIFICANCE (TRPA)

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

See analysis for item CEQA Question XXI.a, which determines a less than significant impact.

Environmental Analysis: No.

Required Mitigation: None

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

The TRPA Regional Plan is a comprehensive suite of policies, ordinances, and land-use controls designed to achieve long-term environmental goals. The Mid-Town Area Plan would implement the policies of the TRPA Regional Plan and City General Plan, which—among others—call for concentrating development and redevelopment in town centers combined with transfer of land coverage and development rights from sensitive lands and lands more distant from community centers, and restoration of those areas (TRPA 2012a).

The Mid-Town Area Plan, like the Regional Plan itself, is a collection of policies and ordinances; no specific projects are proposed or would be approved through approval of the Mid-Town Area Plan. However, as described in Section 5.4 of the RPU EIS, the Regional Plan will be implemented through projects that will have short-term effects, but through which long-term environmental goals will be achieved.

The potential development permitted through the Mid-Town Area Plan could commit raw land to new development, resulting in permanent alterations to soils, habitats, and land uses. Development in accordance with RPU and Mid-Town Area Plan policies and ordinances, however, would result in a refinement of the land use pattern within the Region

through redevelopment in urban areas and transfer of development rights from sensitive lands to improve the long-term sustainability of natural resources and to support social and economic health (TRPA 2012a). Thus, there is no significant impact.

Environmental Analysis: No.

Required Mitigation: None.

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

See analysis for CEQA Question XXI.b, which determines a less than significant impact. There will be no cumulative, significant impacts from the Mid-Town Area Plan.

Environmental Analysis: No.

Required Mitigation: None

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

See analysis for CEQA Question XXI.c, which determines a less than significant impact. There will be no substantial adverse effects on human beings, either directly or indirectly.

Environmental Analysis: No.

Required Mitigation: None

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Appendix A: Permissible Use Changes

Below are the proposed changes to permissible uses within the Mid-Town Area Plan. Uses as allowed by the current guiding documents (which vary throughout the plan area) are shown alongside changes that are proposed by the Mid-Town Area Plan. Shaded boxes indicate where a change has been made. Each use is accompanied by its definition and notes where unique circumstances occur, such as the discontinuation of a use. Numbers within the table direct the reader to the footnotes at the bottom of the table that further clarifies limitations pertaining to the use.

Key

~~S~~ A – a use that previously required a Special Use Permit is now Allowed

~~A~~ S – a use that was previously Allowed now requires a Special Use Permit

S [new] – a use that was previously not allowed, but is now allowed with a Special Use Permit

A [new] – a use that was previously not allowed, but now is

S – Special Use Permit required, no change

A – Allowed, no change

	Sierra Tahoe Business (STB)	***Harrison/ Sandy (H/S)***	***Al Tahoe Center (ATC)***	***Public Service Center (PSC) (11)***	***Lake Tahoe Community College (LTCC)***	***Bijou Recreation District (BRD)***	***Definition***	***Notes***
Residential								
Manufactured/Mobile home dwelling	S4	-	-	-	-	-	A home built entirely in the factory on a non-removable steel chassis that is transported to the building site on its own wheels and was installed under a federal building code administered by the U.S. Department of Housing and Urban Development. The Federal Manufactured Home Construction and Safety Standards (commonly known as the HUD Code) went into effect June 15, 1976.	See footnote 4.
Employee Housing	-	S	-	S	A	-	NA	Removed as a unique use - is now included

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
								in residential uses based on proposed project layout.
Multiple family dwelling	S A	S A	A [new]	A	A	S [new]	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. This includes multi-family dwelling units owned and maintained by public or private entities for purposes of housing employees of said entity.	
Multi-person dwelling	S A	S A	A [new]	A [new]	A [new]	S [new]	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses. This includes multi-person dwellings owned and maintained by public or private entities for purposes of housing employees of said entity. This includes multi-person dwellings owned and maintained by public or private entities for purposes of housing employees of said entity.	
Nursing and personal care	S A	A [new]	A [new]	A [new]	-	S [new]	Residential establishments with in-patient beds providing nursing and health- related care as a principal use, such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care homes.	
Residential care	S A	A [new]	A [new]	A [new]	-	S [new]	Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major	

	Sierra Tahoe Business (STB)	***Harrison/ Sandy (H/S)***	***Al Tahoe Center (ATC)***	***Public Service Center (PSC) (11)***	***Lake Tahoe Community College (LTCC)***	***Bijou Recreation District (BRD)***	***Definition***	***Notes***
							element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes	
Single family dwelling	S A1	S A1	A1 [new]	-	-	S	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house condominium. Employee housing providing accommodations for six or fewer employees within a single unit pursuant to Division 13, Part 1 of the California Health and Safety Code, commencing with Section 17000, shall be deemed a single-family structure.	See footnote 1.
Domestic animal raising	-	-	-	-	-	S	The keeping, feeding, or grazing of animals as an avocation, hobby, or school project, secondary to the principal residential use of a property greater than two acres. The use applies to species commonly considered as farm animals but does not include exotic animals. Household pets, such as dogs and cats, are included when such animals are being bred for commercial reasons. Outside storage or display is included as part of the use.	
Tourist Accommodation								
Bed and breakfast facilities	S	S A8	-	-	-	-	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Person Dwellings").	See footnote 8. Re H/S: Under the Bijou/Al Tahoe Community Plan, the use was allowed

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
								across these areas, requiring a SUP in District #2.
Hotel, motels, and other transient dwelling units	A5	S A8	-	-	-	-	Commercial transient lodging establishments, including hotels, motor-hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include “Bed and Breakfast Facilities” or “Vacation Rentals.”	See footnote 8. Re H/S: Under the Bijou/Al Tahoe Community Plan, the use was allowed across these areas, requiring a SUP in District #2.
Timeshare	S	S	-	-	-	-	A right to exclusively use, occupy, or possess a tourist accommodation unit according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.	There is no longer a differentiation between residential and

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
								nonresidential designs. Re H/S: Under the Bijou/Al Tahoe Community Plan, the use was allowed with a SUP in District #1 and not allowed in District #2.
Commercial: Retail								
Building materials and hardware	S	S	S	-	-	-	Retail trade establishments within buildings primarily engaged in selling lumber and other building materials, including paint, wallpaper, glass, hardware, nursery stock, and lawn and garden supplies. The use includes all such stores selling to the general public, even if contractor sales account for a larger proportion of total sales. Outside storage or display is included as part of the use. Establishments primarily wholesaling plumbing, heating and air conditioning equipment, and electrical supplies are classified in "Wholesale and Distribution."	
Auto, mobile home and vehicle dealers	S						Retail trade establishments selling renting, or leasing new and used automobiles, boats, vans, campers, trucks, mobile homes, recreational and utility trailers, motorcycles, golf carts, snowmobile and jet skis (except	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
							bicycles and mopeds; see "General retail"). Such businesses are considered a primary use when the establishment sells more than six vehicles per calendar year. The use also includes establishments selling new automobile parts, tires, and accessories (including tire recapping establishments), as well as establishments dealing in used automobiles exclusively. Includes automobile repair shops only when maintained by an establishment selling new vehicles on the same site. Does not include establishments dealing exclusively in used parts (see "Recycling and Scrap") or outside sales (see "Secondary Storage" or "Sales Lots").	
Eating and drinking places	A	A	A	A	-	-	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premise consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.	
Food and beverage retail sales	A	A	-	A	-		NA	No longer unique use - now included in general retail
Furniture, home furnishings, and equipment	A	A					NA	
General retail and personal services	A	A	A	A [new]	S [new]	-	An establishment for the retail sale of merchandise or the provision of personal services. A retail facility includes but is not limited to antique or art	Use was previously

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							shops, clothing, drug, dry good, florist, furniture, gift, grocery, hobby, mailing services, office supply, package liquor, paint, pet, shoe, sporting, bike or moped, boats, golf carts, snowmobiles, jet skis, automobile parts, books, toy stores, and other miscellaneous retail shopping goods (auto, mobile home and vehicle sales are not included in this definition). A personal service facility includes facilities primarily engaged in providing non-medical services generally involving the care of persons, such as: beauty and barber shops; shoe repair shops; health and athletic clubs and gymnasiums; day spas that offer a variety of services intended to meet personal needs of individuals such as skin treatment, manicures and pedicures and massage; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales and related facilities; offsite rental of sporting equipment; and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.	called "general merchandise." Combined with "personal services."
Mail order and vending	A5	A	-	-	-	-	Establishments primarily engaged in retail sale of products by catalog and mail order. The use includes vending machine distributorships and suppliers. The use does not include product manufacturing, which is included under the appropriate manufacturing use.	
Nursery	A2	S A2	S A2	-	-	-	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.	See footnote 2. Re H/S: Nurseries were allowed with a SUP in

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								District #1 and not allowed in District #2.
Outdoor retail sales	S	S	S	-	S [new]	-	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, fireworks, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various products from individual motor vehicles locations outside the public right of way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right of way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.	
Service stations	S4,5	S4	-	-	-	-	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.	See footnotes 4 and 5 as indicated.
Commercial: Entertainment								
Amusement, recreation, & entertainment facilities	S A3	A3	S A3	A	-	-	Amusement and recreation uses are establishments providing entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms;	See footnote 3.

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							clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; ice skating and roller skating facilities; motion picture theaters; live performance theatres, reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.	
Special event area	S [new]	S [new]	S [new]	A S	A S	S [new]	Areas where special events within specified guidelines may be held without further review from the City Planning Division. Special event areas require a special use permit under all circumstances to ensure compliance with site specific standards. A special use permit for a special event area permit does not preclude Public Works, Building, Fire, or Police Department/Division from collecting additional fees or imposing additional requirements for circumstances such as temporary structures, road closures, fireworks, traffic control, etc.	Consistent with TRPA Code 22.6.3
Outdoor amusements	S	S	-	A	S	-	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto race tracks; miniature golf courses. Outside storage or display is included as part of the use.	
Commercial: Services								
Animal Services	S A	A	A	-	-	-	Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see "Local Public Health and Safety Facilities").	
Auto Repair and Service	S4	-	A	-	-	-	Service establishments engaged in repair, alteration, painting, washing, or waxing of automobiles as a principal use. The use also includes storage and maintenance yards for rental of cars, trucks, or trailers. Outside storage or	See footnote 4.

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							display is included as part of the use. The use does not include automobile parking (see "Transportation"); repair shops subordinate to and maintained by a vehicle dealership; service stations (which are separately defined); or automobile wrecking yards (see "Recycling and Scrap").	
Broadcasting studios	A	A	A	-	A [new]	-	Communication establishments such as telegraph, telephone, radio and television broadcasting and receiving stations, and studios, contained entirely within buildings. Transmission and receiving apparatus, such as towers, lines, reflectors, and antennas are included under the definition for "Transmission and Receiving Facilities."	
Business support services	A4	A4	A4	A4	A	-	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.	See footnote 4.
Contract construction services	S	-	-	-	A	-	Service establishments primarily engaged in construction, such as new development, additions, alterations, and repairs. Construction activities are generally administered or managed from a relatively fixed place of business, but actual construction work is performed at one or more different sites that may be dispersed geographically. Three broad types of construction activity are covered: (a) building construction by general contractors or by operative builders; (b) other construction by general contractors; and (c) construction by special trade contractors such as electrical, air conditioning and plumbing contractors, or others such as well drilling services.	

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							Establishments engaged in the installation of prefabricated buildings and equipment also are included. Outside storage or display is included as part of the use. An office not associated with a construction site or without secondary storage is considered under "Professional Offices."	
Health care services	A	A	A	-	-	-	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care," and mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists or unlicensed individuals, are included under "Professional Offices."	
Laundries and dry-cleaning plants	S4	-	-	-	-	-	Service establishments primarily engaged in high-volume laundry and garment services, such as power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. The use does not include coin-operated laundries or dry-cleaning pick-up stores without dry cleaning equipment (see "Personal Services").	See footnote 4.
Professional offices	A	A	A	A	A	-	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; accounting, auditing, and bookkeeping services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; employment, stenographic, secretarial, and word processing	

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							services; off premise concessions (OPC); reporting services; data processing and computer services; management, public relations, and consulting services; organizational offices; financial services and banks; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.	
Repair services	A4	S A4	S A4	-	-	-	Service establishments where repair of consumer products is the principal business activity, such as: electrical repair shops; television, radio, and other appliance repair; watch, clock, and jewelry repair; boat repair; small engine repair; and reupholstery and furniture repair. An outdoor storage yard associated with these uses is considered under "Secondary Storage." The use does not include businesses serving the repair needs of heavy equipment (see "Industrial Services").	See footnote 4.
Schools - business and vocational	S A	A	A	A	A	-	Business and secretarial schools and vocational schools offering specialized trade and commercial courses. The use includes specialized non-degree granting schools including, but not limited to: music schools; dramatic schools; language schools; driver education schools; ballet and other dance studios; seminaries and other establishments exclusively engaged in training for religious ministries; and establishments furnishing educational courses by mail.	
Secondary storage	S	S	S [new]	A	A [new]	S [new]	The outdoor storage of various materials or the public display of merchandise on the same site as a principal building or use that supports the activities or conduct of the principal use and does not increase the intensity of the use. This does not apply to primary uses that include outside storage and display as part of the use.	

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Commercial: Light Industrial								
Small commercial kitchen	A [new]	A [new]	A [new]	-	-	-	This use consists of small-scale establishments producing prepared foods or beverages, such as baked goods, condiments, frozen foods, preserves, or the like for local distribution at stores or farmers' markets. Outside storge and display are not included. A storefront is required.	New use.
Printing and publishing	S A	A [new]	S A	-	-	-	Establishments engaged in printing onsite by letterpress, lithography, gravure, screen, offset or other common process including electrostatic (xerographic) copying and other "quick printing" services; and establishments serving the printing trade such as book binding, typesetting, engraving, photo engraving, and electro-typing. The use also includes establishments manufacturing business forms and binding devices.	
Small-scale manufacturing	S A	A [new]	A [new]	A [new]	A [new]	-	Establishments considered to be light manufacturing or cottage industry that produce jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. The use also includes artisan and craftsman-type operations that are not home occupations and that are not secondary to on-site retail sales. The use also includes small-scale blacksmith and welding services and the manufacture of trusses. Outside storage or display is included as part of the use. Artisan and craftsman-type operations may include demonstrations and classes such as sculpting, pottery, welding, weaving, carving, jewelry making, etc. Retail sales may be a secondary use so long as the majority of for sale items are created on site. This includes makerspaces or similar establishments that accommodate multiple artisan stations.	

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Commercial: Wholesale/Storage								
Storage yards	-	-	-	S4 [new]	-	-	Service establishments primarily engaged in the outdoor storage of motor vehicles, construction equipment, materials or supplies, firewood lots, farm machinery, or industrial supplies on a parcel. Outside storage or display is included as part of the use.	
Vehicle storage and parking	S4	S4	S4	S4 [new]	S	S4	Service establishments primarily engaged in the business of storing operative cars, buses, or other motor vehicles. The use includes both day use and long- term public and commercial garages, parking lots, and structures. Outside storage or display is included as part of the use. The use does not include wrecking yards (see "Recycling and Scrap").	See footnote 4.
Warehousing	S	-	-	-	-		Establishments primarily engaged in the storage of furniture, household goods, or other commercial goods, such as warehouses and storage or mini-storage facilities offered for rent or lease to the general public. The use does not include warehouse facilities where the primary purpose of storage is for goods for wholesaling distribution. Outside storage or display is included as part of the use. The use does not include terminal facilities for handling freight (see "Vehicle and Freight Terminals").	
Public Service: General								
Cemetery	-	-	-	S	S	A	Internment establishment engaged in subdividing property into cemetery lots and offering burial plots or air space for sale. This includes establishments such as: animal cemeteries; cemetery associations; and cemetery, mausoleum, and columbarium operations. The use does not include funeral parlors, cemetery real estate operations, and related facilities listed under "Personal Services."	

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Collection stations		S	S	S	S		NA	
Churches	A	A	A	A	A	S	NA	Removed as unique use - now included in membership organizations.
Cultural facilities	A	A	A	A	A	S	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, and arboretums.	
Day care centers/preschools	A	A	A	A	A	-	Establishments used for the care of seven or more children residing elsewhere.	
Government offices	A	S A	S A	A	A	-	Buildings containing offices for public agencies, including administrative offices, meeting rooms, and regional post offices. The use does not include offices that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards.	
Local public assembly facilities	A	A	S A	S A,10	S A	S	Facilities for local community assembly, such as community centers, meeting halls, and multi-purpose centers.	See footnote 10 Re H/S: Local public assembly facilities were allowed under the Bijou/Al

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								Tahoe Community Plan in District 2 and required a SUP in district 1.
Local post office	A	S	A	S A	S A	S	Establishments providing local neighborhoods with mail service and delivery, such as postal substations and neighborhood delivery centers.	
Local public health and safety facilities	A4	S4	S4	A4,10	A4	S4	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use. This use includes facilities used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.	See footnotes 4 and 10 as indicated.
Regional public health and safety facilities	-	S4 [new]	-	S A4,10	S4	S	Regional facilities operated by public or quasi-public entities for protection of the public, such as: fire stations and other fire prevention facilities; water and sewage facilities; transportation maintenance/storage facilities; police and sheriff substations and headquarters, including secondary county short-term incarceration facilities; and solid waste transfer stations that TRPA finds to be regionally serving. “Secondary county short-term incarceration facility” means a county jail (not a state or federal prison facility) that is not the primary jail for the county. This use includes facilities	See footnotes 4 and 10 as indicated.

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							used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.	
Membership organization	A5	A [new]	A [new]	A [new]	A [new]	S	Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as: business associations; professional membership organizations; labor unions and similar organizations; civic, social and fraternal organizations; political organizations; religious assembly or institutional facilities operated for worship or promotion of religious activities, including churches and incidental religious education; and other membership organizations. The use does not include country clubs in conjunction with golf courses (see "Golf Courses"); and lodging (see "Multi-person Dwelling"), or other establishments maintained by religious organizations, such as full-time educational institutions, seminaries, hospitals, and other potentially related operations (such as a recreational camp); these shall be classified according to their respective activities.	
Public utility centers	S4	-	-	A4,10	S4	S	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").	See footnotes 4 and 10 as indicated.
Power generating	-	-	-	S4 [new]	S4 [new]	-	Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, and diesel facilities. Outside storage or display is included as part of the use. The	See footnote 4.

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							use does not include biofuel facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."	
Schools - kindergarten through secondary	S4	-	A S4	A4	A4	-	Kindergarten, elementary, and secondary schools serving grades up to 12, including denominational and sectarian.	
Schools - college	-	-	A	A4	A4	-	Junior colleges, colleges, universities, and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees, and requiring for admission at least a high school diploma or equivalent general academic training. Accessory uses include eating and drinking and food and beverage retail when proposed at an appropriate scale for the college facility.	See footnote 4.
Social service organizations	A	S A	S A	A	A	-	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged, including emergency shelters and navigation centers. The use includes organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development.	
Threshold-related research facilities	S	S	-	S A10	A	-	Public or non-profit research establishments primarily engaged in implementing social, political, and scientific research relating to the Lake Tahoe Environmental Thresholds or the Lake Tahoe ecosystem. The use includes laboratories, monitoring stations, scientific interpretive centers,	See footnote 10.

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							research and training classrooms, and related support facilities. Overnight multi-person facilities, outside storage, and caretaker facilities may be considered as accessory to this use. The use does not include facilities unrelated to threshold-related research, such as: general college administrative offices and classrooms (see “Schools-College”); and government administrative offices (see “Government Offices”); or non-threshold-related research (which may be conducted under the “Professional Office” use).	
Public Service: Linear Facilities								
Pipelines and power transmission	S	S	S	S	S	S	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional Offices"); equipment and material storage yards (see "Storage Yards"); distribution substations (see "Public Utility Centers"); and power plants (see "Power Generating Plants").	
Transit stations and terminals	S4	S4	S4	S4	S4	S4	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.	See footnote 4.
Transportation routes	S	S	S	S	S	S	Public rights-of-way that are improved to permit vehicular, pedestrian, and bicycle travel.	

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Transmission and receiving facilities	S	S	S	S	S	S	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under "Broadcasting Studios."	
Recreation								
Beach recreation	-	A4	-	A4 [new]	-	-	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, and picnic sites, and nearshore facilities such as multiple-use piers and buoys. Nearshore and foreshore facilities are included in Chapter 81: *Permissible Uses and Structures in the Shorezone and Lakezone*.	See footnote 4.
Boat launching	-	S4,6	-	A4,6 [new]	-	-	Recreational establishments that provide boat launching, parking, and short- term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.	See footnotes 4 and 6 as indicated.
Cross country ski course	-	-	-	A	A	S	Land or premises used as a commercial operation for Nordic skiing. Outside storage or display is included as part of the use.	
Day use areas	A	A	A	A	A	A	Land or premises, other than "Participant Sports Facilities," designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional	

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							and local parks, picnic sites, vista points, snow play areas, rafting facilities, playgrounds, and small demonstration areas (amphitheaters or small stages serving 80 people or fewer).	
Golf courses	-	-	-	S	S	A2,4	An area of land laid out for the game of golf, including driving ranges and putting greens. A golf course may include accessory uses such as an eating and drinking place, clubhouse, and general merchandise store. Outside storage or display is included as part of the use.	See footnotes 2 and 4 as indicated.
Participant sports facilities	S2	-	S2 [new]	S A2	S A2	S A2	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non- professional). Outside storage or display is included as part of the use.	See footnote 2.
Outdoor recreation concessions	S	A	S [new]	S	S A	A	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.	Re H/S: Local public assembly facilities were allowed under the Bijou/Al Tahoe Community Plan in District 2 and required a SUP in District 1.
Riding and hiking trails	S	-	S [new]	A [new]	A [new]	S	Planned paths for pedestrian and equestrian traffic, including trail heads.	

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Developed campgrounds	-	-	-	A4	A	S	Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities.	See footnote 4.
Group facilities	-	-	-	S	S A	-	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.	
Recreation centers	-	-	-	A	A	S [new]	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, ice skating rinks, multi-purpose courts, weight rooms, and meeting and crafts rooms.	
Visitor information centers	A	A	A [new]	A	A	-	Nonprofit establishments providing visitor information and orientation.	
Resource and Wildlife Management								
Reforestation	A	A	A	A	A	A	Reestablishment of trees on forest land to perpetuate tree cover, such as ground preparation prior to natural seed fall, artificial seeding or planting, fertilizing, and protecting young plants until established. Both mechanical and chemical techniques may be used. In heavily used recreation areas, special tending techniques may be necessary.	
Sanitation salvage cut	A	A	A	A	A	A	Removal of dead, dying, deteriorating, or highly susceptible trees where insects, disease, animals, fire, wind, or other natural disaster has caused damage. The purpose is to prevent further loss by allowing salvage of wood before it deteriorates.	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
Selection cut	-	A	A	A	A	A	A method for maintaining or producing an uneven aged stand, preferably of mixed species. In the Lake Tahoe Basin, the method may be applied to convert even-aged stands to an uneven aged condition, to maintain scenic quality, to prepare an area for use as a developed recreation site, or to maintain tree cover within a developed recreation site. The use includes annual or periodic removal of individual or small groups of trees in order to realize the yield and establish a new crop.	
Special cut	-	A	A	A	A	S	The cutting of trees for purposes other than timber production, including reasons such as: 1. Maintenance of a healthy forest so that losses due to insect, disease, or fire will not result in harmful effects to watershed or visual quality on land of Land Capability Districts 1a, 1c, 2, and 1b (stream environment zone), where conventional logging techniques may cause unacceptable water quality impacts or permanent soil damage; 2. Maintenance of a healthy forest, removal of hazardous trees, and enhancement of foreground views on land developed for recreational, administrative or private purposes, or land intensively used for dispersed recreation; and 3. Provision of ski trails, conversion of meadow encroachments, provision of vista openings, increase in water yield, or increase in range and wildlife forage. Harvesting may require aerial techniques, and cutting without removal for consumption may be necessary. Cut trees may be utilized on site for fuel wood, wildlife habitat, traffic barriers, or for other purposes.	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
Thinning	A	A	A	A	A	A	Reducing the number of trees in a stand to achieve the desired density for healthy, vigorous, fast-growing trees. See also "Selection Cut."	
Timber stand improvement	A	A	A	A	A	S	Mechanical or chemical investment-type treatments intended to increase the future value of a timber stand by improving the composition, constitution, condition, and/or growth rate of a timber stand, including, but not limited to thinning, pruning, fertilization, and weeding.	
Tree farms	A	-	-	-	-	-	An area where trees or other vegetation on the TRPA-approved species list are grown for commercial harvest. The use includes establishments where Christmas trees are cultivated or where other native trees and plants are grown for harvest at a later date.	
Early successional vegetation management	A	A	A	A	A	A	Habitat management that results in an area being converted to and/or being maintained in an early successional stage, such as a meadow.	
Nonstructural fish habitat management	A	-	-	-	-	A	Habitat management that maintains or improves fish habitat of any species through non-structural means for the primary purpose of perpetuating the cold water fisheries resource through management of their habitat. Includes stream barrier removal, human access control, protection and enhancement of riparian vegetation, and beaver control.	
Nonstructural wildlife habitat management	A	-	-	-	-	A	Habitat management that maintains or improves wildlife habitat of any species through nonstructural means for the primary purpose of perpetuating viable populations of wildlife species native to the area through management of their habitat. Includes activities such as prescribed burning, snag protection, seeding and planting, maintenance of canopy closure, control of livestock, and access control.	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
Structural fish habitat management	A	-	-	-	-	S	Habitat management that includes improvements, such as channel stabilization, fish ladders, the construction and operation of dams, and removal of barriers to fish movement, to benefit specific fish species by replacing or repairing habitat features that have been diminished or altered.	
Structural wildlife habitat management	A	-	-	-	-	S	Habitat management that includes improvements, such as installation of nest structures, creation of snags from green trees, water impoundments, guzzlers, shelters, and fencing, to benefit specific wildlife species by replacing or repairing habitat features that have been diminished or altered.	
Fire detection and suppression	A	A	A	A	A	A	Facilities for the detection and suppression of wildfire to protect life, property, public safety, and resource values. The use includes the operation of lookout towers, aircraft, or other surveillance techniques.	
Fuels treatment	A	-	-	A	-	S	Activities required to treat fuels in order to reduce potential for damaging wildfires and secondarily to enhance visual quality and forest health, such as: tree cutting, treating slash by lopping and scattering, piling and burning, chipping, hauling slash to another area for utilization, burning or burial, and broadcast burning. The use also includes pruning limbs, removing ladder fuels such as brush and small diameter trees, thinning for adequate crown spacing, removing ground and surface fuels, etc. Any treatment that disrupts the vertical and horizontal continuity of fuels could be included. "Fuels Treatment" is equivalent to the following terms: "Fuels Treatment Management," "Fuels Management," "Fire Hazard Reduction," "Fuel Hazard Reduction," and "Hazardous Fuels Reduction."	
Insect and disease suppression	A	S	S	S	S	S	Activities, including use of biological or chemical means, required to suppress wildland infestations of insects or disease, where silvicultural and	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
							other management practices have been insufficient to prevent loss of resources.	
Sensitive plant management	A	A	A	A	A	A	Activities or improvements intended to protect, enhance, perpetuate, or increase the habitat of plant species listed by the state, federal government, or the TRPA as threatened, endangered, rare, or sensitive, such as: protective fencing and cages, livestock control, public education, direct control of people access, rerouting of trails, and other protective measures deemed appropriate to secure the survival of the species.	
Uncommon plant community management	A	A	A	A	A	A	Activities or improvements designed to protect, enhance, or perpetuate and ensure the normal ecological processes of a plant community that is of local, regional, state, or national interest.	
Erosion control	A	A	A	A	A	A	Structural or nonstructural techniques applied to a particular site or region to prevent or minimize over land loss of soil or nutrients.	
Runoff control	A4	A4	A4	A4	A4	A4	Structural or nonstructural practices designed to provide reasonable assurance that the runoff water quality standards to the surface or ground waters will be achieved.	See footnote 4.
Stream environment zone restoration	A	A	A	A	A	A	The reestablishment of the natural functions of areas that, prior to modification, were directly influenced by the presence of surface water or near surface groundwater and that have been identified by TRPA as a stream environment zone. Reestablishment includes activities such as the removal of fill material or other encroachments, recontouring, revegetation, or restoration of physical, chemical, and biological attributes. The natural functions of an SEZ include the reestablishment of natural floodplains, the	

	Sierra Tahoe Business (STB)	***Harrison/ Sandy (H/S)***	***Al Tahoe Center (ATC)***	***Public Service Center (PSC) (11)***	***Lake Tahoe Community College (LTCC)***	***Bijou Recreation District (BRD)***	***Definition***	***Notes***
							provision of wildlife habitat, protection of the soil resource, and filtration of nutrients and sediments from tributary or storm runoff.	
Open space	A	A	A	A	A	A	Land with no land coverage and maintained in a natural condition or landscaped condition consistent with best management practices, such as deed-restricted properties and designated open space areas.	
Shorezone and Lakezone								
Beach recreation	-	TRPA – A4	-	TRPA – A4	-	-	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, picnic sites, piers, boat ramps, floating docks and platforms and mooring buoys.	See footnote 4.
Boat launching facilities	-	TRPA – S4,6	-	TRPA – S4, 6	-	-	Recreational establishments which provide boat launching, parking and short term trailer storage for the general public. Long-term storage, mooring, and maintenance of boats are included under "marinas."	See footnotes 4 and 6.
Commercial boating	-	TRPA – S6	-	TRPA – S6	-	-	Commercial use of pleasure craft or other vessel on a body of water.	
Construction equipment operation	-	TRPA – S	-	TRPA – S	-	-	The operation of equipment, such as barges, pile drivers, and amphibious vehicles, for the purpose of repairing or constructing structures located in the shorezone.	
Construction equipment storage	-	TRPA – S4	-	TRPA – S4	-	-	The storage of equipment, such as barges, pile drivers, and amphibious vehicles, used for the repair or construction of structures located in the shorezone. Construction equipment storage does not include stock piling of materials, except when the equipment is stored on or within other construction equipment.	See footnote 4.

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
Marinas	-	TRPA – S4,7	-	TRPA – S4,7	-	-	Establishments providing water-oriented services, such as yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities; excursion boat and sightseeing facilities; and other marina-related activities, including, but not limited to, fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures that are regulated and defined in Chapter 84. Condominiums, hotels, restaurants, and other such uses with accessory water-oriented multiple-use facilities are not considered marinas. Outside storage or display is included as part of the marina use.	See footnotes 4 and 7.
Recreational boating	-	TRPA – S	-	TRPA – S	-	-	Noncommercial use of pleasure craft on a body of water, including regattas and speedboat races.	
Safety and navigation facilities	-	TRPA – S	-	TRPA – S	-	-	Structures in the shorezone or lakezone whose purpose is the protection of the public health, safety, and general welfare, such as navigational buoys, lighthouses, scientific monitoring devices, and radio communication devices.	
Salvage operations	-	TRPA – S	-	TRPA – S	-	-	The act of bringing a vessel, or its cargo to the water's surface.	
Seaplane operations	-	TRPA – S4	-	TRPA – S4	-	-	Use of a permanent facility for the landing and take-off of aircraft on a body of water. Includes the fueling, maintenance, and storage of such aircraft.	See footnote 4.
Tour boat operations	-	TRPA – S4	-	TRPA – S4	-	-	Commercial use of a vessel rated by the U.S. Coast Guard for more than 30 passengers, where such passengers board and deboard at a single site.	See footnote 4.
Waterborne transit	-	TRPA – S	-	TRPA – S	-	-	Commercial use of a vessel rated by the U.S. Coast Guard for more than 30 passengers, where such passengers board and deboard at different sites.	

	Sierra Tahoe Business (STB)	*Harrison/ Sandy (H/S)*	*Al Tahoe Center (ATC)*	*Public Service Center (PSC) (11)*	*Lake Tahoe Community College (LTCC)*	*Bijou Recreation District (BRD)*	*Definition*	*Notes*
Water-intake lines	-	TRPA – S	-	TRPA – S	-	-	Pipelines and accessory structures, located within a body of water, whose purpose is to draw in and transport water to the backshore or beyond.	
Water-oriented outdoor recreation concessions	-	TRPA – S4	-	TRPA – S4	-	-	Water-oriented outdoor recreation uses, such as food and beverage facilities at public beaches; fishing guide services; parasailing; recreation equipment rental (e.g., boats, wind surfing and beach equipment); but not including boat slips, boat and engine repair or the sale of fuel.	See footnote 4.

Footnotes

1. Condominiums only – see multiple family dwelling density. Existing single-family dwellings not a part of a condominium development at the time of adoption may be redeveloped as single family dwellings subject to SLTCC 6.85.030.
2. See TRPA Code of Ordinances 60.1.8 Fertilizer Management.
3. Facilities with maximum capacity of over 80 people require Special Use Permit.
4. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity," triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone. See Figure 11 and TRAP Code of Ordinances 60.3.3.D.
5. Prohibited on APN 026-221-022.
6. Launching of boats for commercial purposes is prohibited outside of marinas.
7. Applications for marinas shall not be accepted unless a TRPA Code of Ordinances amendment occurs.
8. New tourist accommodation uses prohibited north of Lake Tahoe Boulevard.
9. City approval required for boat races using Lakeview Commons as a viewing location.
10. Special Use Permit not required for facilities on parcels 025-061-032, 025-041-019, 025-051-033, 025-061-035, and 025-071-022. Design review may be required.
11. Uses within the 56-Acres Master Plan site shall be consistent those allowed per the grant deed, El Dorado County Recorder-Clerk DOC# 2022-0034737.

Appendix B: Mid-Town Area Plan - Transportation Analysis, Technical Memorandum

Begins on following page.

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TECHNICAL MEMORANDUM

DATE: July 20, 2026

TO: Nanette Hansel, Principal, Ascent Environmental

FROM: Leslie Suen and Sierra Brown, LSC Transportation Consultants, Inc.

SUBJECT: Mid-Town Area Plan - Transportation Analysis

This memorandum presents a transportation analysis for the proposed Mid-Town Area Plan (Area Plan), located in the City of South Lake Tahoe, California. The Area Plan combines parcels from four plan area statements and one community plan under a single guiding framework. The Area Plan will replace the Bijou/Al Tahoe Community Plan (B/ATCP) and Tahoe Sierra (Sierra Tract) Commercial Plan Area Statement (PAS) in their entirety. Select parcels from the Al Tahoe PAS, Bijou Meadows PAS, and Highland Woods PAS have been incorporated to eliminate split zoning and incorporate public service uses within the Area Plan.

This analysis focuses on the transportation impact of the Area Plan compared to the existing plans. Specifically, these include the following changes:

- **Town Center Overlay** – The existing Town Center overlay is defined in the B/ATCP. The Area Plan proposes to expand the Town Center overlay.
- **Density** – TRPA Code currently limits market-rate multi-family residential densities to a maximum of 15 units per acre outside of the Town Center overlay and a maximum of 25 units per acre within the Town Center overlay. Upon adoption of the Area Plan, some multi-family residential parcels will have an increase in allowable density. No change in density is proposed for single-family residential or tourist accommodation parcels.
- **Height** – TRPA Code currently allows building heights within Town Centers to reach a maximum of 56 feet. Upon adoption of the Area Plan, building heights within Town Centers will vary based on the Area Plan District. In some cases, the maximum allowable building heights will be more restrictive.
- **Parking** – Because shared public parking is not available or sufficient in most areas within the plan area, the plan would still require on-site parking. Parking standards, as outlined in the

South Lake Tahoe City Code, would be modified to accommodate parking reductions and promote shared parking opportunities.

- **District Summaries** – Each proposed district has unique considerations, community priorities, and suggested design standards. The Area Plan would include changes to permissible uses within the districts.

The remaining items in the plan documents are assumed not to result in any transportation-related impacts.

First, the existing key roadway network, transit facilities and services, bicycle and pedestrian facilities, and historical traffic volumes within the mid-town area are reviewed. Next, the transportation impact of the Area Plan are analyzed in terms of trip generation resulting from the proposed changes. Finally, the VMT impact of the Area Plan is calculated.

EXISTING TRANSPORTATION CONDITIONS

First, the existing key roadway network, transit facilities and services, and bicycle and pedestrian facilities within the mid-town area are described. Next, Caltrans traffic-count data is reviewed.

Existing Key Roadway Network

U.S. Highway 50

US Highway 50, the primary highway serving Lake Tahoe's South Shore, connects Carson City to the east with Sacramento to the west. Between the "Y" intersection with SR 89 in South Lake Tahoe, California, and Round Hill, Nevada, US 50 serves as the primary east-west roadway. Within the Mid-Town Area Plan, this undivided highway contains two travel lanes in each direction, a central two-way left-turn lane (TWLTL), and exclusive left-turn lanes at major intersections. The posted speed limit throughout the mid-town area boundary is 40 miles per hour (mph).

Al Tahoe Boulevard

Al Tahoe Boulevard is a north-south minor arterial connecting US 50 to Pioneer Trail. This roadway contains one travel lane in each direction and a central TWLTL lane near the Tahoe Center shopping mall and South Tahoe Middle School. The posted speed limit is 25 mph.

Johnson Boulevard

Johnson Boulevard is a north-south major collector connecting US 50 to Al Tahoe Boulevard. This roadway contains one travel lane in each direction. The posted speed limit is 35 mph.

Existing Transit Conditions

Transit services in the mid-town area are provided through the Tahoe Transportation District (TTD). The Mid-Town boundary is primarily served by Route 50, Route 51, and Route 55.

- **Route 50** - provides daily service every 30 minutes in each direction along US 50 and diverts to Al Tahoe Boulevard to the south, connecting between the Stateline Transit Center in the casino core, Lake Tahoe Community College, Barton Hospital, and the "Y" Transit Center in the west. The eastbound service runs between 6:00 AM and 9:02 PM, while the westbound service runs between 6:45 AM and 9:46 PM.
- **Route 51** - provides service only Thursday through Saturday every 30 minutes in each direction along US 50 and diverts to Al Tahoe Boulevard to the south, connecting between the Stateline

Transit Center in the casino core, Lake Tahoe Community College, and the "Y" Transit Center in the west. The eastbound service runs between 9:15 PM and 12:14 AM, while the westbound service runs between 9:45 PM and 12:40 AM.

- **Route 55** - provides daily service every hour in each direction along the roadways south of US 50, connecting Lake Tahoe Community College and Stateline Transit Center in the casino core. The eastbound service runs between 6:30 AM and 8:49 PM, while the westbound service runs between 7:00 AM and 9:22 PM.

In addition to the fixed route service, Lake Link is a free microtransit service provided through the South Shore Transportation Management Association. The Lake Link service operates 365 days per year from 7:00 AM to 9:00 PM with extended hours that end at 11:00 PM on Fridays and Saturdays in summer and winter. Currently, Lake Link serves the entire Area Plan.

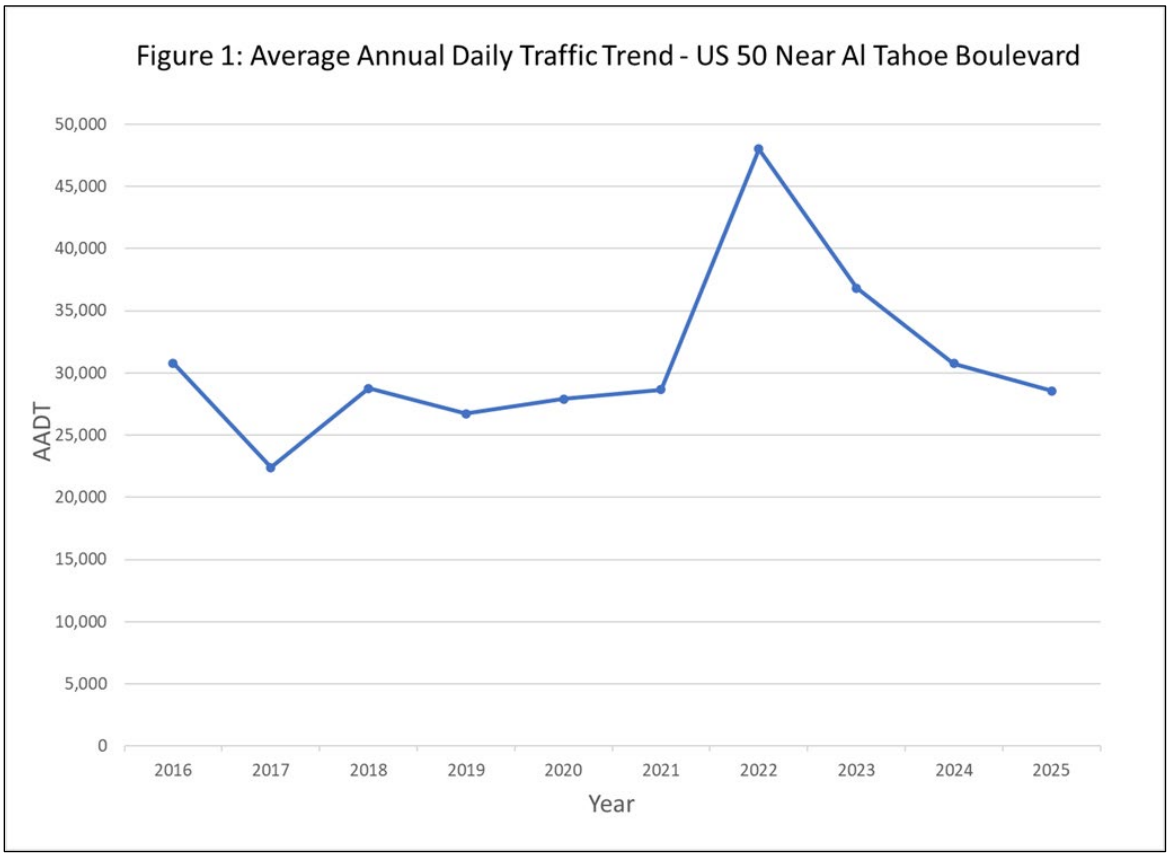
Therefore, the Area Plan is frequently served by transit and fully serviced by local microtransit.

Existing Bicycle and Pedestrian Conditions

The South Tahoe Beach Bike Path is a Class I multi-use path that spans approximately 1 mile within the mid-town area and connects the Tahoe Sierra Business District to the Harrison/Sandy District along the lakeside of Lake Tahoe Boulevard. There is a Class II bike lane along both sides of Lake Tahoe Boulevard that spans approximately 2 miles within the mid-town area from River Drive to Johnson Boulevard. Sidewalks are provided along Lake Tahoe Boulevard in the commercial areas and Al Tahoe Boulevard near the South Tahoe Middle School. Additionally, a Class I multi-use path runs along Al Tahoe Boulevard approximately 1.2 miles within the mid-town area and connects Lake Tahoe Boulevard to Pioneer Trail. All of these bike and pedestrian amenities provide a well-connected network throughout the Area Plan for non-auto travel.

Existing Traffic Volumes and Trends

Existing and historical traffic volumes were obtained from the Caltrans Performance Measurement System (PeMS) Data Source. Existing traffic volumes were acquired for the most recent year available, which is 2025. The current Average Daily Traffic volume (ADT) on US 50 near Al Tahoe Boulevard during the peak month (July) is 35,074, with an Annual Average Daily Traffic (AADT) volume of 28,571. The AADT for the past 10 years at this location is found in Figure 1.



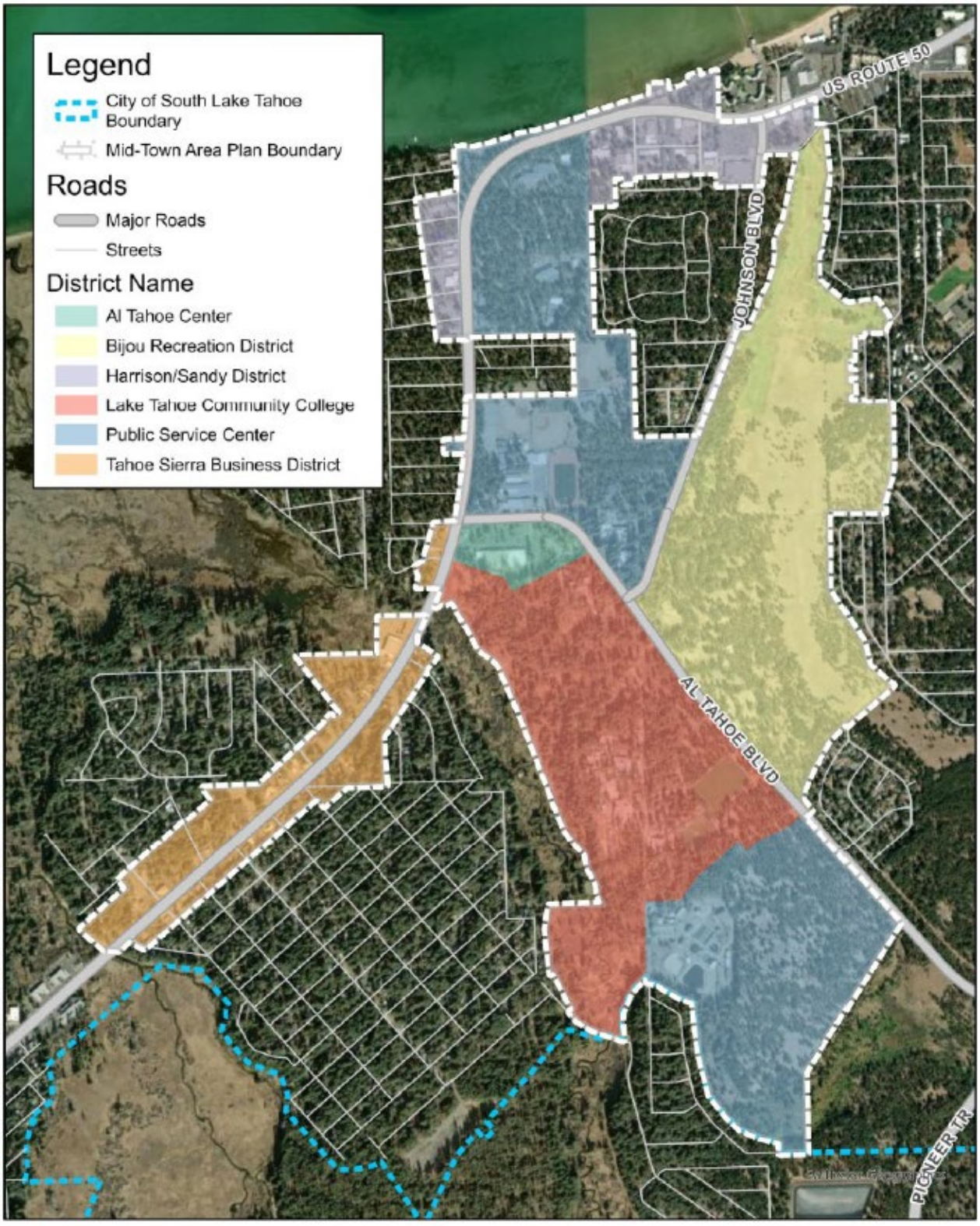
PROPOSED MID-TOWN AREA PLAN DISTRICTS

The Mid-Town Area Plan will be organized into the following districts:

- Al Tahoe Center
- Bijou Recreation District
- Harrison/Sandy District
- Lake Tahoe Community College
- Public Service Center
- Tahoe Sierra Business District

Each proposed district has unique considerations, community priorities, and design standards. The Area Plan would include changes to permissible uses within the districts. The district boundaries are shown in Figure 2.

Figure 2: Mid-Town Area Plan Districts



TOWN CENTER COMPARISON

Current Town Center

The currently designated Town Center is shown in Figure 3. Within this Town Center, multi-family residential parcels have a maximum allowable density of 25 dwelling units per parcel. The maximum allowable building height is 56 feet.

Proposed Town Center

As part of the Area Plan, the town center boundaries are proposed to be expanded significantly, as shown in Figure 4. The Town Center is an area intended to provide a mix of commercial, public service, light industrial, office, and residential uses and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities.

Within the expanded Town Center, multi-family residential parcels will have an increase in allowable density from 15 to 65 dwelling units per acre.

Maximum building heights will vary by district. A comparison of the building heights allowed by the TRPA Code of Ordinances and the proposed Mid-Town Area Plan is shown in Table 1.

Outside of Town Centers

For areas outside of the Town Center, multi-family residential parcels are subject to a maximum allowable density of 15 dwelling units per acre.

Maximum allowable building heights for structures outside of the Town Center are governed by the *TRPA Code of Ordinances* - Chapter 37.

Figure 3: Current Town Centers

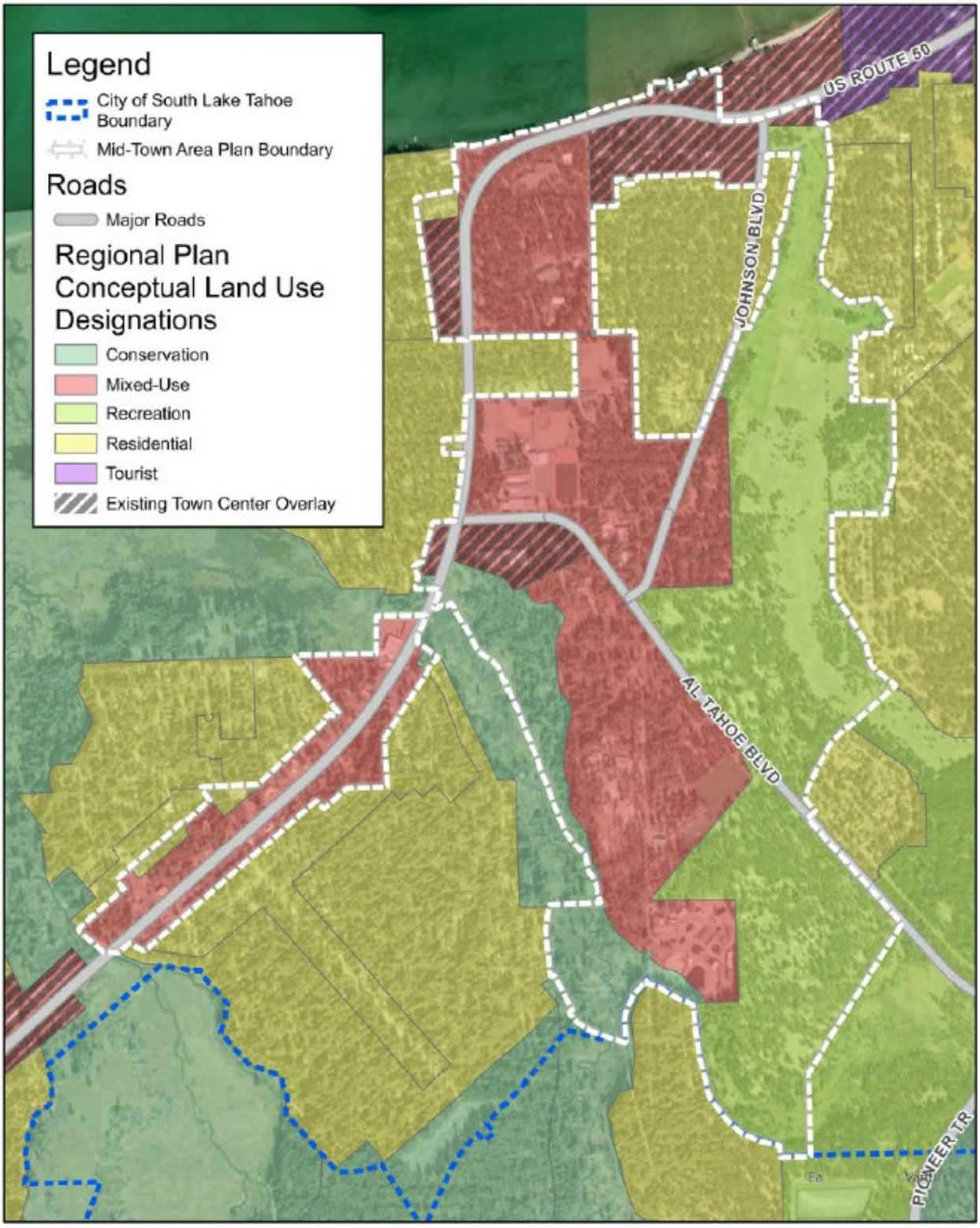


Figure 4: Proposed Mid-Town Area Plan Town Center Overlay

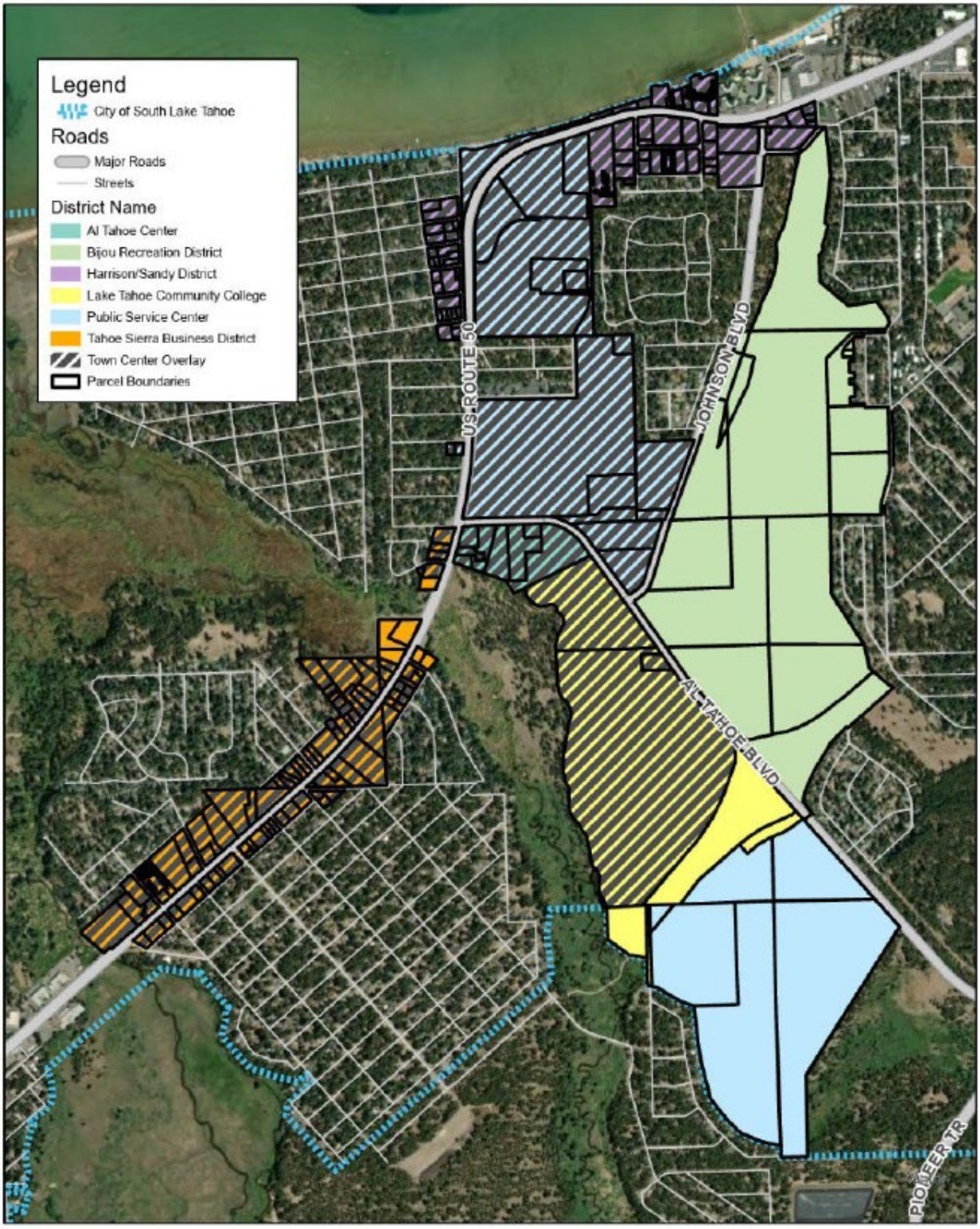


Table 1: Maximum Allowable Building Height Comparison

Location:	Max Height	Reference/Note
Existing Standards		
Bijou/Al Tahoe Community Plan and Various PAS		Refer to TRPA Code of Ordinances
TRPA Code of Ordinances[1]		
In Town Center	56'	Table 13.5.3-1
Not in Town Center	36'	Table 37.4.1-1 0% Slope, Roof Pitch >10:12
Not in Town Center (Public Service Building, Tourist Accommodation and Certain Recreation	38'	Section 37.5.2.A
Not in Town Center (Same as Above and Not Visible from Highway)	42'	Section 37.5.2.C
Not in Town Center (Essential Public Safety Buildings)	50'	Section 37.5.2.F
Not in Town Center (Public Service Building - School)	56'	Section 37.5.2.E.1
Proposed Mid-Town Area Plan Standards		
Outside of Town Center		Refer to TRPA Code of Ordinances
Inside Town Centers		
Tahoe Sierra Business District (purple)	46'	Parcels between Lodi Ave. and Link Rd.
Tahoe Sierra Business District (orange)	34'	Remaining Parcels in District
Harrison/Sandy District	42'	
Al Tahoe Center	46'	
Public Service Center	56'	
Lake Tahoe Community College	56'	

Note 1: The *TRPA Code of Ordinances* was adopted December 12, 2012 and amended December 17, 2025

Source: LSC Transportation Consultants, Inc. and Mid-Town Area/Specific Plan

LAND USE COMPARISON

Figure 5 shows the currently allowed land uses within the Area Plan boundaries.

Upon adoption of the Area Plan, allowable building heights will change for all land uses within the expanded town center, with the exception of “open space”, which contains no buildings. As a result, trip generation will be affected for commercial buildings, public service buildings, and recreation buildings.

Maximum allowable heights will also change for multi-family residential, single-family residential, and tourist accommodation parcels. However, for these land uses, trip generation is governed by density rather than building height. Since no density changes are proposed for single-family residential or tourist accommodation parcels, trip generation impacts are limited to multi-family residential parcels.

Vacant parcels do not currently generate trips; however, each carries a land use designation that would apply upon development. To be conservative, vacant parcels designated as residential, commercial, public service, or recreation are included in the analysis.

Table 2 depicts a land use comparison table that summarizes land uses by district and shows how the current standards compare to the proposed standards.

Figure 5: Current Land Uses

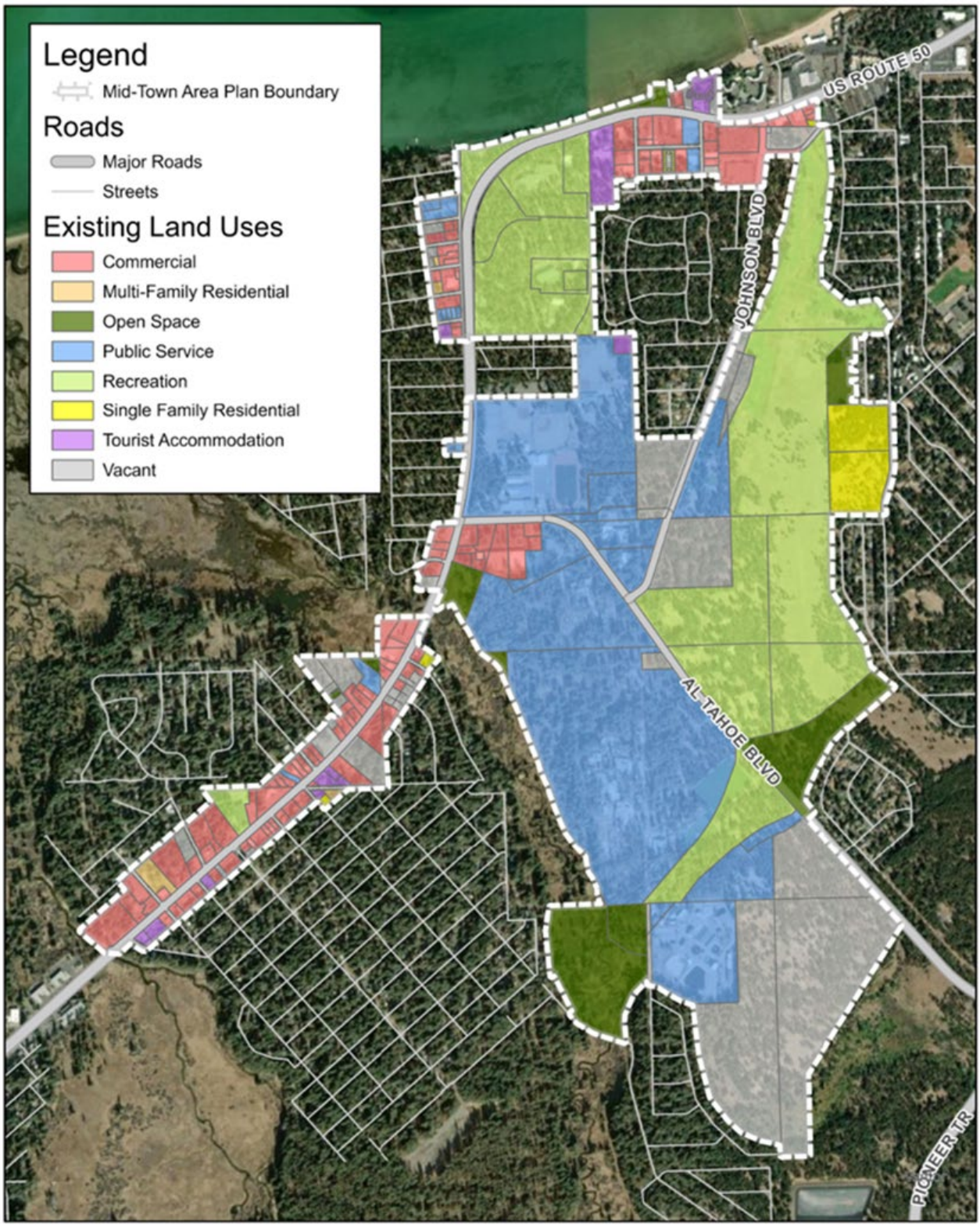


Table 2: Midtown Area Plan - Land Use Comparison - 1 of 2

District	Land Uses	Size (Acres)	Location	PIA Zone[1]	TRPA Current Plan[2]	Maximum Standards		
						Current	Proposed Mid-Town Area Plan	Change
Tahoe Sierra Business District								
	Commercial	10.50	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Building Height: 36 feet	Building Height: 34 feet	-2 feet of allowable height
	Commercial	3.60	East of Link Rd. (Not In Proposed Town Center)	15	PAS 103	Building Height: 36 feet	Building Height: 36 feet	Unchanged
	Commercial	22.60	Between Lodi Ave. and Link Rd.	15	PAS 103	Building Height: 36 feet	Building Height: 46 feet	10 feet of allowable height
	Commercial	2.20	Between Tulare Ave. and Edgewood Cir	12	B/ATCP	Building Height: 56 feet	Building Height: 34 feet	-22 feet of allowable height
	Public Service - Trail	0.20	Rubicon Trail	15	PAS 103	None	None	Unchanged
	Public Service - Church	1.20	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Building Height: 38 feet	Building Height: 34 feet	-4 feet of allowable height
	Recreation - Sport Club	3.01	2565 Lake Tahoe Blvd	15	PAS 103	Building Height: 38 feet	Building Height: 46 feet	8 feet of allowable height
	Multi-Family Residential	1.73	981 Lodi Ave.	15	PAS 103	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
	Multi-Family Residential	0.32	1040 Martin Ave.	15	PAS 103	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
	Single-Family Residential	0.75	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Density: 1 unit/parcel	Density: 1 unit/parcel	Unchanged
	Single-Family Residential	0.23	Between Lodi Ave. and Link Rd.	15	PAS 103	Density: 1 unit/parcel	Density: 1 unit/parcel	Unchanged
	Tourist Accommodation	1.05	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Density: 40 units/acre	Density: 40 units/acre	Unchanged
	Tourist Accommodation	1.61	Between Lodi Ave. and Link Rd.	15	PAS 103	Density: 40 units/acre	Density: 40 units/acre	Unchanged
	Vacant - Commercial	3.86	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Building Height: 36 feet	Building Height: 34 feet	-2 feet of allowable height
	Vacant - Commercial	0.00	East of Link Rd. (Not In Proposed Town Center)	15	PAS 103	Building Height: 36 feet	Building Height: 36 feet	Unchanged
	Vacant - Commercial	6.05	Between Lodi Ave. and Link Rd.	15	PAS 103	Building Height: 36 feet	Building Height: 46 feet	10 feet of allowable height
	Vacant - Commercial	0.53	Between Tulare Ave. and Edgewood Cir	12	B/ATCP	Building Height: 56 feet	Building Height: 34 feet	-22 feet of allowable height
	Vacant - Residential	0.02	East of Link Rd. (Not In Proposed Town Center)	15	PAS 103	Density: 15 units/acre	Density: 15 units/acre	Unchanged
	Vacant - Residential	0.14	West of Lodi Ave. and East of Link Rd.	15	PAS 103	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
	Vacant - Residential	0.32	Between Lodi Ave. and Link Rd.	15	PAS 103	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
	Vacant - Tourist Accommodation	1.24	Between Lodi Ave. and Link Rd.	15	PAS 103	Density: 40 units/acre	Density: 40 units/acre	Unchanged
Harrison/Sandy District								
	Commercial	4.50	West of US 50	12	B/ATCP	Building Height: 56 feet	Building Height: 42 feet	-14 feet of allowable height
	Commercial	20.40	East of Rufus Allen Blvd	10	B/ATCP	Building Height: 56 feet	Building Height: 42 feet	-14 feet of allowable height
	Public Service - Parking Lot	1.70	West of US 50 - Between Merced Ave. and San Jose Ave.	12	PAS 099	None	None	Unchanged
	Public Service - Parking Lot	0.60	West of US 50 - South of San Jose Ave.	12	B/ATCP	None	None	Unchanged
	Public Service - Government Buildings	1.70	East of Rufus Allen Blvd	10	B/ATCP	Building Height: 56 feet	Building Height: 42 feet	-14 feet of allowable height
	Multi-Family Residential	0.39	West of US 50	12	B/ATCP	Density: 25 units/acre	Density: 65 units/acre	40 units/acre of allowable density
	Single-Family Residential	0.64	Lakeview Pines Condos - 3344 Sandy Way	10	B/ATCP	Density: 15 units/acre	Density: 15 units/acre	Unchanged
	Single-Family Residential	0.14	1028 Fairway Ave	10	B/ATCP	Density: 1 unit/parcel	Density: 1 unit/parcel	Unchanged
	Tourist Accommodation	0.53	West of US 50	12	B/ATCP	Density: 40 units/acre	Density: 40 units/acre	Unchanged
	Tourist Accommodation	6.77	East of Rufus Allen Blvd	10	B/ATCP	Density: 40 units/acre	Density: 40 units/acre	Unchanged
	Vacant - Commercial	0.80	West of US 50	12	B/ATCP	Building Height: 56 feet	Building Height: 42 feet	-14 feet of allowable height
	Vacant - Commercial	3.15	East of Rufus Allen Blvd	10	B/ATCP	Building Height: 56 feet	Building Height: 42 feet	-14 feet of allowable height
	Vacant - Residential	0.59	East of Rufus Allen Blvd	10	B/ATCP	Density: 25 units/acre	Density: 65 units/acre	40 units/acre of allowable density
	Vacant - Residential (Non-Res Improvements)	0.70	East of Rufus Allen Blvd	10	B/ATCP	Density: 25 units/acre	Density: 25 units/acre	Unchanged
	Vacant - Residential (Rural)	0.36	East of Rufus Allen Blvd	10	B/ATCP	Density: 25 units/acre	Density: 25 units/acre	Unchanged

Table 2: Midtown Area Plan - Land Use Comparison - 2 of 2

District	Land Uses	Size (Acres)	Location	PIA Zone[1]	TRPA Current Plan[2]	Maximum Standards: Current	Maximum Standards: Proposed Mid-Town Area Plan	Change
Al Tahoe Center								
	Commercial	9.10	Tahoe Center	10	B/ATCP	Building Height: 56 feet	Building Height: 46 feet	-10 feet of allowable height
	Public Service - Post Office	5.70	Post Office	10	B/ATCP	Building Height: 56 feet	Building Height: 46 feet	-10 feet of allowable height
Lake Tahoe Community College								
	Public Service - School	94.50	Lake Tahoe Community College	18	B/ATCP	Building Height: 56 feet	Building Height: 56 feet	Unchanged
	Public Service - Forestry Service	29.10	Forestry Service	10	B/ATCP	Building Height: 42 feet	Building Height: 56 feet	14 feet of allowable height
	Recreation - Fields	16.61	SLT Playfields and Nordic Ski Trails	18	B/ATCP	None	None	Unchanged
	Vacant - Residential	1.00	In Proposed Town Center	18	B/ATCP	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
Public Service Center								
	Public Service - School	50.40	North of Al Tahoe Blvd	10	B/ATCP	Building Height: 56 feet	Building Height: 56 feet	Unchanged
	Public Service - Police/Court	14.50	North of Al Tahoe Blvd	10	B/ATCP	Building Height: 38 feet	Building Height: 56 feet	18 feet of allowable height
	Public Service - Public Utility	29.30	South of Al Tahoe Blvd	18	B/ATCP	Building Height: 42 feet	Building Height: 56 feet	14 feet of allowable height
	Public Service - Fire Station	0.40	West of US 50	12	PAS 099	Building Height: 50 feet	Building Height: 56 feet	6 feet of allowable height
	Recreation - 56-Acre	47.91	56-Acre Project Area	10	B/ATCP	None	None	Unchanged
	Recreation - Rec and Aqua Center	3.77	56-Acre Project Area	10	B/ATCP	Building Height: 42 feet	Building Height: 56 feet	14 feet of allowable height
	Recreation - Ice Arena	3.57	56-Acre Project Area	10	B/ATCP	Building Height: 42 feet	Building Height: 56 feet	14 feet of allowable height
	Tourist Accommodation	0.91	1201 Rufus Allen Blvd	10	B/ATCP	Density: 40 units/acre	Density: 40 units/acre	Unchanged
	Vacant - Commercial	7.59	In Proposed Town Center	10	B/ATCP	Building Height: 36 feet	Building Height: 56 feet	20 feet of allowable height
	Vacant - Residential	0.74	In Proposed Town Center	10	B/ATCP	Density: 15 units/acre	Density: 65 units/acre	50 units/acre of allowable density
	Vacant - Residential	0.77	Not in Proposed Town Center	18	B/ATCP	Density: 15 units/acre	Density: 15 units/acre	Unchanged
	Vacant - Residential (Rural)	32.33	Not in Proposed Town Center	18	B/ATCP	Density: 15 units/acre	Density: 15 units/acre	Unchanged
	Vacant - Recreational	52.69	Not in Proposed Town Center	18	B/ATCP	Building Height: 36 feet	Building Height: 36 feet	Unchanged
Bijou Recreation District								
	Public Service - Cemetery	9.80	Cemetery	13	B/ATCP	None	None	Unchanged
	Recreation - Parks and Golf Course	144.21	Parks and Golf Course	13	PAS 101	None	None	Unchanged
	Single-Family Residential	15.27	Glenwood Way	13	PAS 101	Density: 1 unit/parcel	Density: 1 unit/parcel	Unchanged
	Vacant - Commercial	12.00	Not In Proposed Town Center	13	PAS 101	Building Height: 36 feet	Building Height: 36 feet	Unchanged
	Vacant - Residential	4.17	Not In Proposed Town Center	13	PAS 101	Density: 15 units/acre	Density: 15 units/acre	Unchanged

Total Commercial	72
Total Public Service	239
Total Recreation	219
Total Multi-Family Residential	2
Total Single Family Residential	17
Total Tourist Accommodation	11
Total Vacant	129
Total Mid-Town Area Plan[3]	**689**

B/ATCP = Bijou/Al Tahoe Community Plan, PAS = Plan Area Statements

Note 1: PIA Zones are found in the *TRPA Project Impact Assessment Guidelines* (Revised August 15, 2025).

Note 2: The TRPA PAS locations are as follows: 099 - Al Tahoe, 101 - Bijou Meadows, 103 - Sierra Tract-Commercial

Note 3: Excludes Open Space

Source: LSC Transportation Consultants, Inc. and Mid-Town Area/Specific Plan

PERMISSIBLE LAND USES

The proposed Mid-Town Area Plan includes changes to permissible land uses across the various districts. Currently, multi-family dwellings require a Special Use Permit in the Tahoe Sierra Business District and the Harrison/Sandy District and are not permitted in any other district. Upon adoption of the Area Plan, multi-family dwellings will be permitted in all districts, with the exception of the Bijou Recreation District, where a Special Use Permit will be required.

For commercial uses, no change in permissible land uses is made for “eating and drinking places”. These land uses are currently allowed in the Tahoe Sierra Business District, the Harrison/Sandy District, the Al Tahoe Center, and the Public Service Center. For general retail and personal services — currently permitted in the Tahoe Sierra Business District, the Harrison/Sandy District, and the Al Tahoe Center — the Area Plan would extend this allowance to the Public Service Center and introduce it as a Special Use Permit in the Lake Tahoe Community College District.

For public service land uses, the only new allowance introduced under the Area Plan is for membership organizations. For recreation land uses, the Public Service Center will allow beach recreation, boat launching, and riding and hiking trails. Riding and hiking trails will also be permitted in the Lake Tahoe Community College District, and a visitor information center will be allowed in the Al Tahoe Center.

While the Area Plan expands permissible land uses across several districts, the wide range of possible development outcomes (varying by type, size, and location) makes it difficult to reliably estimate the trip generation and VMT impacts of these new allowances. Furthermore, any development project within the Area Plan boundary will be required to complete a TRPA Project Impact Assessment to evaluate project-specific transportation impacts. Accordingly, the analysis presented in this report addresses only the transportation effects of changes in allowable density and building height as applied to permitted land uses.

MULTI-FAMILY PARCEL ANALYSIS

Multi-family parcels are parcels that contain more than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings, such as two or more detached houses on a single parcel, or in a larger building on a parcel, such as a duplex, a triplex, or an apartment building. This includes multi-family dwelling units owned and maintained by public or private entities for purposes of housing employees of said entity.

The full multi-family parcel analysis is shown in Table 3. Two multi-family residential parcels located in the proposed Tahoe Sierra Business District are currently located outside of the existing Town Center boundary. The combined area of these parcels is just over two acres. One multi-family residential parcel is located in the Harrison/Sandy District, which is currently inside the existing Town Center and includes 0.4 acres.

Several vacant parcels with residential designations will fall within the expanded Town Center boundary. The parcels are as follows:

- Tahoe Sierra Business District: Multiple parcels (7 APNs) – 0.5 acres
- Lake Tahoe Community College: APN 025-041-008 – 1.0 acres
- Public Service Center: APN 025-010-019 – 0.7 acres
- Harrison/Sandy District: Multiple parcels (10 APNs) – 0.6 acres

To maintain a conservative analysis, these parcels are assumed to develop as multi-family residential. Upon adoption of the Area Plan, the maximum allowable density for these parcels will increase from 15 to 65 multi-family dwelling units (MFDU) per acre.

Applying the current densities of 25 MFDU in the Harrison/Sandy District and 15 MFDU per acre in all other areas to the combined acreage yields a maximum of 89 allowed MFDU. At the proposed density of 65 MFDU per acre, this would increase to 339 MFDU, a net increase of 250 units, as shown in Table 3.

Multi-Family Parcel Trip Generation Analysis

Trip generation is the process by which engineers estimate the amount of traffic that would be associated with a development proposal. Standard daily trip-generation rates are drawn from the Institute of Transportation Engineers (ITE) *Trip Generation, 12th Edition* manual (ITE, 2025). The multi-family units are analyzed as Multifamily Housing (Low-Rise).

Applying the trip-generation rates to the land use quantities yields a total vehicular trip generation of approximately 1,552 daily trips.

Multi-Family Parcel VMT Analysis – Maximum Theoretical Impact

VMT was evaluated in accordance with the current TRPA *Project Impact Assessment Guidelines* (August 15, 2025). Per TRPA standards, this analysis focuses on VMT generated within the Tahoe Basin only. The parcels are located in PIA Zones 10, 12, 15, and 18. Unlike commercial VMT — which is calculated by multiplying daily trips by average trip length — residential VMT is determined by multiplying the PIA Zone VMT per resident by the number of proposed residential units and the regional average number of residents per unit.

Per the Guidelines, PIA Zone 10 has an average VMT per resident of 11.95, and PIA Zone 15 has an average of 10.76, and PIA zone 12 has an average of 10.31. As no residential units are currently located within Zone 18, the PIA Guidelines do not provide a VMT per capita figure for that zone. To address this gap, the average VMT per capita was calculated across the other zones within the proposed Mid-Town Area Plan (Zones 10, 12, 13, and 15), yielding an average of 10.86 VMT per resident, which was applied to PIA Zone 18. The MFDU units are assumed to have an average of 2.3 persons per unit based on the TRPA model and PIA tool.

As shown, the maximum potential change in residential VMT upon adoption of the Area Plan would be 6,345 daily VMT.

Multi-Family Parcel VMT Analysis – Net Impact

Per TRPA's *Transfer of Development Rights Factsheet* (October 2021), "the Lake Tahoe region is approximately 95% build out (meaning most development potential put in place from the 1987 Regional Plan has been used). Due to supply and demand, most redevelopment or new development relies on transfers of development from one property to another". It can therefore be reasonably concluded that under the proposed Area Plan, the extension of the Town Center boundary and the corresponding increase in allowable density would draw residential units from other locations within the basin rather than generating new units overall.

Because these units would already exist within the basin, a more meaningful measure of VMT impact is the net change relative to where those units would otherwise be located. To capture the full range of possible outcomes, units are analyzed under two scenarios: dispersed across the City of South Lake Tahoe or dispersed throughout the entire Tahoe Basin. The TRPA average VMT per resident is 10.85 for

the City of South Lake Tahoe and 16.12 for the entire Tahoe Basin. Applying these figures to the 250 additional MFDU yields a theoretical baseline VMT of 6,238 daily VMT dispersed within the City of South Lake Tahoe or 9,269 daily VMT dispersed within the Tahoe Basin. These baselines represent the VMT these units would generate if developed at dispersed locations at average rates. When dispersed across the Tahoe Basin, the daily VMT generated exceeds the maximum theoretical Town Center impact by 2,924 daily VMT, indicating that concentrating these units within the Town Center would result in a net VMT reduction. The daily VMT if it were dispersed across South Lake Tahoe is slightly higher than the proposed Area Plan by 107 daily VMT.

However, residential units within a town center benefit from greater access to non-auto travel options, reducing vehicle dependence compared to more dispersed locations. The TRPA PIA tool does not fully account for the additional mode shift associated with higher-density town center environments. To quantify this distinction, *TRPA Travel Mode Share Survey* data from 2012, 2014, 2016, and 2018 were reviewed.

Non-auto travel percentages were compared between Town Center and non-Town Center locations. For the Bijou/Al Tahoe location (which falls within the existing Town Center and within the Mid-Town Area Plan boundary), the non-auto rate was approximately 33% across all respondents (120 data points) and approximately 25% when filtered to full-time and seasonal residents only (57 data points). For non-Town Center locations within the Area Plan (Sierra Tract, Lake Tahoe Community College, and South Tahoe Recreation Center), the non-auto rate was approximately 20% across all respondents and 17% among full-time and seasonal residents (182 and 147 data points, respectively). Town Center locations showed a non-auto rate approximately 13 percentage points higher than non-Town Center locations across all respondents, and approximately 8 percentage points higher among residents.

As an additional point of comparison, Ski Run Boulevard (a Town Center location just outside the Mid-Town Area Plan boundary) showed a non-auto rate of approximately 33% across all respondents (276 data points) and 34% among residents (114 data points), consistent with the Bijou/Al Tahoe findings.

A non-auto mode reduction of up to 5% could reasonably be applied to account for increased walking, cycling, and transit use within the Town Center environment. Applying this reduction to the maximum theoretical impact yields an adjusted VMT impact of 6,028 daily VMT. Subtracting this from the theoretical baselines results in a net decrease of approximately 210 daily VMT for the City of South Lake Tahoe and 3,241 daily VMT for the basin.

The maximum theoretical impact of 6,028 daily VMT should therefore be understood as a conservative upper bound. When considered in the context of the basin's allocation system and the travel benefits of Town Center living, adoption of the Area Plan is expected to result in a reduction of VMT.

Table 3: Midtown Area Plan - Multifamily Residential Parcels

	Tahoe Sierra Business District	Harrison/Sandy District: West of US 50	Harrison/Sandy District: East of Rufus Allen Blvd	Lake Tahoe Community College	Public Service Center	Total
Existing Area (Acres)[1]	2.5	0.4	0.6	1.0	0.7	5.2
Current Standards[2]						
Maximum Allowable Density (MFDU per Acre)	15	25	25	15	15	
Total Allowable MFDU	**38**	**10**	**15**	**15**	**11**	**89**
Proposed Mid-Town Area Plan Standards[3]						
Maximum Allowable Density (MFDU per Acre)	65	65	65	65	65	
Total Allowable MFDU	**163**	**26**	**39**	**65**	**46**	**339**
Net Allowable Increase in MFDU	**125**	**16**	**24**	**50**	**35**	**250**
Trip Generation						
Daily Trip Generation Rates[4]	6.21	6.21	6.21	6.21	6.21	
Vehicle Trips	776	99	149	311	217	**1,552**
Vehicle-Miles Traveled[5]						
PIA Zone	15	12	10	18	10	
PIA Zone VMT per Resident[6]	10.76	10.31	11.95	10.86	11.95	
Average Residents per Unit	2.30	2.30	2.30	2.30	2.30	
Residential VMT	**3,094**	**380**	**660**	**1,249**	**962**	**6,345**

Maximum Potential Increase in MFDU VMT within the Mid-Town Area Plan	6,345
Town Center Non-Auto Reduction	5%
Potential Increase in MFDU VMT within the Mid-Town Area Plan	**6,028**
TRPA Average PIA Zone VMT per Resident - City of South Lake Tahoe[7]	10.85
Residential VMT If Units Were Elsewhere in the City of South Lake Tahoe	**6,238**
TRPA Average PIA Zone VMT per Resident - Total TRPA Basin[8]	16.12
Residential VMT If Units Were Elsewhere in the Tahoe Basin	**9,269**
Net Impact on VMT (compared to Units located elsewhere within the City of South Lake Tahoe)	**-210**
Net Impact on VMT (compared to Units located elsewhere within the the Tahoe Basin)	**-3,241**

MFDU = Multi-Family Dwelling Unit; VMT = Vehicle-Miles Traveled
Note 1: Includes vacant parcels with a land use designation of residential.
Note 2: Under the current *Bijou/Al Tahoe Community Plan* (TRPA, October 1995), the multifamily parcels shown are currently outside of the designated Town Center.
Note 3: Under the proposed *Midtown Area Plan* , the multifamily parcels will be inside the expanded designated Town Center.
Note 4: Daily rates are based on the ITE *Trip Generation Manual* (12th Edition) Category 220 Multifamily Housing (Low-Rise).
Note 5: Based on the *TRPA Project Impact Assessment Guidelines* (August 15, 2025).
Note 6: PIA Zone 18 does not have a stated VMT per Resident. Zone 18 was calculated by averaging the other zones within the Mid-Town Area Plan.
Note 7: This represents the average of the zones within the City of South Lake Tahoe Jurisdiction.
Note 8: This represents the average of all 79 PIA Zones within the Tahoe Basin.
Source: LSC Transportation Consultants, Inc.

MIXED-USE/COMMERCIAL PARCEL ANALYSIS

The Area Plan contains a wide range of possible commercial uses - including grocery stores, restaurants and bars, vehicle repair and tire shops, craft and toy stores, services such as insurance and notary - concentrated primarily along Lake Tahoe Blvd. Parcels with a commercial designation are typically mixed-use, with ground-floor commercial and residential units on upper floors. The full mixed-use/commercial analysis is shown in Table 4.

Mixed-use commercial parcels are located throughout the districts, with the exception of the Lake Tahoe Community College District and the Bijou Recreation District (however, one vacant parcel in the Bijou Recreation District has a mixed-use commercial designation). Additionally, several vacant parcels located throughout the Area Plan have a mixed-use commercial designation.

As stated previously, allowable building heights within the Town Center vary by location and, in some cases, are more restrictive than current standards. As such, all mixed-use commercial parcels in both the existing Town Center and the proposed expanded Town Center are included in the analysis. Table 4 summarizes commercial square footage by location for both active commercial mixed-use parcels and vacant parcels with a mixed-use commercial designation, along with the total parcel count for each area.

To establish a reasonable basis for calculation, the total square footage was divided by the total number of parcels in each subarea to provide an average square footage per parcel.

Building Floor Area Calculation

To determine the net change in trip generation, each parcel was assumed to accommodate the largest building permissible under applicable coverage and parking requirements.

Per TRPA's Land Coverage 101 document (January 11, 2016), "the maximum coverage (base + transferred coverage) is 70% for Commercial and Mixed-use Facilities in a Community Plan and facilities in a Center of conforming Area Plan." A portion of this coverage is allocated to uses other than the building footprint and parking, such as access roadways, loading areas, sidewalks, utility access, and site amenities. For retail and restaurant uses, this ancillary coverage is estimated at 15%. Applying these proportions yields the coverage available for parking and the building footprint, of which about 50% is assumed to be available for the building footprint itself. These coverage estimates were verified by reviewing aerial imagery of existing commercial buildings and parking lot configurations within the Mid-Town Area Plan boundary.

To convert the maximum allowable building height into an estimated number of stories, the following assumptions were applied per City of South Lake Tahoe staff guidance, noting that the number of stories varies based on building type and roof pitch. For mixed-use buildings with ground-floor commercial space, heights up to 35 feet are assumed to be two stories, heights between 36 and 50 feet are assumed to be three stories, and heights exceeding 50 feet are assumed to be four stories.

Multiplying the maximum allowable building footprint by the estimated number of stories yields the maximum allowable gross floor area (GFA). This calculation was performed under both current and proposed standards, and the difference between the two represents the net change in maximum allowable GFA.

Change in Multi-Family Housing

For mixed-use buildings, commercial uses occupy the ground floor, with upper floors available for residential use. As shown in Table 4, maximum building heights under both current and proposed standards support multi-story buildings in all cases. Therefore, the net change in GFA between current and proposed standards translates directly to a change in multi-family housing units.

An average unit size of 1,000 square feet is assumed for all multi-family dwelling units. The GFA associated with the upper floors of the maximum allowable building was divided by this figure to yield the number of allowable MFDU per parcel. This result was then converted to MFDU per acre and compared against the maximum allowable density to confirm compliance. Where the calculated density exceeded the allowable maximum, the estimated number of MFDU was reduced accordingly.

Once the allowable MFDU per parcel were verified to meet density requirements, the MFDU per parcel was multiplied by the total number of parcels in each subarea to determine the total allowable MFDU by subarea. This calculation was performed under both current and proposed standards, and the difference

between the two represents the net change in MFDU by subarea. Across all districts, total allowable MFDU increases from 1,778 under current standards to 2,228 under the proposed Area Plan — a net increase of 450 MFDU.

Mixed-Use/Commercial Trip Generation Analysis

Trip generation is calculated using the ITE standard rates for Multi-Family Housing (Low-Rise). Multiplying the standard rates by the total change in MFDU results in the total net trip generation.

Mixed-Use/Commercial VMT Analysis – Maximum Theoretical Impact

The mixed-use commercial parcels are located in PIA Zones 10, 12, and 15. Per the guidelines, land uses in these zones have an average PIA Zone VMT per resident of 11.95, 10.31, and 10.76, respectively. The MFDU units are assumed to have an average of 2.3 persons per unit based on the TRPA model and PIA tool.

As shown, the maximum potential change in residential VMT upon adoption of the Area Plan would be 11,651 daily VMT. Applying the 5% non-auto reduction yields an adjusted maximum impact of 11,068 daily VMT.

Mixed-Use/Commercial VMT Analysis – Net Basin Impact

Consistent with the multi-family parcel analysis, these units are assumed to originate from the basin's existing allocation and would otherwise be developed at dispersed locations throughout the basin. Applying the average VMT per resident of 10.85 for the City of South Lake Tahoe and 16.12 for the Tahoe Basin to the 450 units yields a theoretical baseline VMT of 11,234 daily VMT for these units if they were in another location within the City of South Lake Tahoe and 16,688 daily VMT if these units were moved to another location within the Tahoe Basin. Subtracting the adjusted maximum impact of 11,068 daily VMT from the theoretical baselines results in a net decrease of approximately 166 daily VMT to 5,620 daily VMT.

Table 4: Midtown Area Plan - Mixed-Use Commercial Parcels (1 of 2)

	Tahoe Sierra Business District			Harrison/Sandy District		Al Tahoe Center	Public Service Center	
	West of Lodi Ave. and East of Link Rd. (In Town Center)	Between Lodi Ave. and Link Rd.	Between Tulare Ave. and Edgewood Cir	West of US 50	East of Rufus Allen Blvd	South of Al Tahoe Blvd	North of Al Tahoe Blvd	Total
Mixed-Use Commercial Parcel Information								
Total Square Footage	625,817	1,315,495	121,342	232,691	1,029,726	398,990	330,947	4,231,983
Total Mixed-Use Commercial Parcels	24	21	15	17	22	14	15	143
Average Square Foot/Parcel	26,076	62,643	8,089	13,688	46,806	28,499	22,063	
Building Floor Area Calculation								
Average Developable Coverage (% of Site)	70%	70%	70%	70%	70%	70%	70%	
Average Developable Coverage (Square Feet)	18,253	43,850	5,662	9,582	32,764	19,949	15,444	
Estimated Coverage Other Than Building Footprint and Parking (% of site)	15%	15%	15%	15%	15%	15%	15%	
Coverage Available for Building Footprint and Parking (Square Feet)	15,500	37,300	4,800	8,100	27,800	17,000	13,100	
Coverage Available for Building Footprint (% of Remaining Available)	50%	50%	50%	50%	50%	50%	50%	
Maximum Allowable Building Footprint (KSF)	7.8	18.7	2.4	4.1	13.9	8.5	6.6	
Current Maximum Allowable Height (feet)[1]	36	36	56	56	56	56	36	
Current Maximum Building Height (stories)	3	3	4	4	4	4	3	
Current Maximum Building Gross Floor Area (KSF)	23.3	56.0	9.6	16.2	55.6	34.0	19.7	224
Current Maximum Building Gross Floor Area (KSF) for MFDU	**15.5**	**37.3**	**7.2**	**12.2**	**41.7**	**25.5**	**13.1**	**152**
Proposed Maximum Allowable Height (feet)[2]	34	46	34	42	42	46	56	
Proposed Maximum Building Height (stories)	2	3	2	3	3	3	4	
Proposed Maximum Building Gross Floor Area (KSF) - (C)	11.5	27.3	2.5	5.5	24.7	11.1	0.0	
Proposed Maximum Building Gross Floor Area (KSF) - (V)	5.9	18.3	8.2	4.6	6.7	0.0	135.9	
Proposed Maximum Building Gross Floor Area (KSF)	15.5	56.0	4.8	12.2	41.7	25.5	26.2	191
Current Maximum Building Gross Floor Area (KSF) for MFDU	**7.8**	**37.3**	**2.4**	**8.1**	**27.8**	**17.0**	**19.7**	**120**
Change in MFDU Calculation								
Average Square Foot per MFDU	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Calculated MFDU per Parcel - Based on Current Building Height Standards	15	37	7	12	41	25	13	
Calculated MFDU per Acre - Density Check	25	26	38	38	38	38	26	
Currect Maximum Allowable Density (MFDU per Acre)	15	15	15	25	25	25	15	
Current Allowable MFDU per Parcel	9	22	3	8	27	16	8	92
Total Current Allowable MFDU	**216**	**453**	**42**	**134**	**591**	**229**	**114**	**1,778**
Calculated MFDU per Parcel - Based on Proposed Building Height Standards	7	37	2	8	27	17	19	
Calculated MFDU per Acre - Density Check	12	26	11	25	25	26	38	
Proposed Maximum Allowable Density (MFDU per Acre)	65	65	65	65	65	65	65	
Proposed Allowable MFDU per Parcel	7	37	2	8	27	17	19	117
Total Proposed Allowable MFDU	**168**	**777**	**30**	**136**	**594**	**238**	**285**	**2,228**
Total Change in MFDU	**-48**	**324**	**-12**	**2**	**3**	**9**	**171**	**450**

Table 4: Midtown Area Plan - Mixed-Use Commercial Parcels (2 of 2)

	Tahoe Sierra Business District			Harrison/Sandy District		Al Tahoe Center	Public Service Center	
	West of Lodi Ave. and East of Link Rd. (In Town Center)	**Between Lodi Ave. and Link Rd.**	**Between Tulare Ave. and Edgewood Cir**	**West of US 50**	**East of Rufus Allen Blvd**	**South of Al Tahoe Blvd**	**North of Al Tahoe Blvd**	**Total**
Trip Generation								
Trip Gen Rate (Daily Trips/Unit)[3]	6.21	6.21	6.21	6.21	6.21	6.21	6.21	
Net Trip Generation	**-295**	**2,012**	**-73**	**15**	**19**	**56**	**1,062**	**2,796**
Vehicle Miles Traveled (VMT)								
PIA Zone[4]	15	15	12	12	10	10	10	
PIA Zone VMT per Resident	10.76	10.76	10.31	10.31	11.95	11.95	11.95	
Average Residents per Unit	2.30	2.30	2.30	2.30	2.30	2.30	2.30	
Residential VMT	**-1,176**	**8,018**	**-280**	**58**	**83**	**248**	**4,700**	**11,651**

Maximum Potential Change in Commercial Mixed-Use VMT within the Mid-Town Area Plan	**11,651**
Town Center Non-Auto Reduction	5%
Reduced Potential Increase in Commercial Mixed-Use VMT within the Mid-Town Area Plan	**11,068**
TRPA Average PIA Zone VMT per Resident[5]	10.85
Residential VMT If Units Were Elsewhere in the City of South Lake Tahoe	**11,234**
TRPA Average PIA Zone VMT per Resident[6]	16.12
Residential VMT If Units Were Elsewhere in the Tahoe Basin	**16,688**
Net Impact on VMT (compared to Units located elsewhere within the City of South Lake Tahoe)	**-166**
Net Impact on VMT (compared to Units located elsewhere within the the Tahoe Basin)	**-5,620**

Note 1: Under the current *Bijou/Al Tahoe Community Plan* (TRPA, October 1995), allowable building height is based on the TRPA Code of Ordinances.
Note 2: Under the proposed *Midtown Area Plan* , allowable building height will be determined based on district.
Note 3: Daily rates are based on the ITE *Trip Generation Manual* (12th Edition) Category 220 Multifamily Housing (Low-Rise).
Note 4: Based on TRPA's trip lengths as found in the *TRPA Project Impact Assessment Guidelines* (August 15, 2025).
Note 5: This represents the average of the zones within the City of South Lake Tahoe Jurisdiction.
Note 6: This represents the average of all 79 PIA Zones within the Tahoe Basin.
Source: LSC Transportation Consultants, Inc.

PUBLIC SERVICE PARCEL ANALYSIS

The Mid-Town Area Plan is home to the U.S. Post Office, South Lake Tahoe Community Center, Happy Homestead Cemetery, South Tahoe Middle School, Boys and Girls Club of South Lake Tahoe, and South Tahoe Public Utility District (STPUD) facilities. The STPUD owns an additional 93.73 acres surrounding the existing facility. This additional acreage is currently classified as open space. Additional government services found within the mid-town area are the El Dorado County Superior Court and jail, the South Lake Tahoe Department of Motor Vehicles, and the El Dorado County Assessor's Office.

Some parcels designated as public service do not contain buildings, such as public parking lots. As such, these parcels will not change allowable VMT upon adoption of the Area Plan and are excluded from further analysis. No vacant parcels were found to have a designation of "public service."

Public Service Parcel Land Uses

Public service parcels encompass a variety of land uses; however, only a subset contains buildings that would be affected by changes in maximum allowable building height under the proposed Area Plan. The relevant parcels and associated height changes are as follows:

- **Tahoe Sierra Business District** – One parcel containing a church. The maximum allowable building height decreases from 38 feet to 34 feet.
- **Harrison/Sandy District** – Two parcels containing government buildings – specifically the El Dorado Social Services office and the Child Protective Services office. The maximum allowable building height decreases from 56 feet to 42 feet.
- **Al Tahoe Center** – One parcel containing the U.S. Post Office. The maximum allowable building height decreases from 56 feet to 46 feet.
- **Lake Tahoe Community College** – One parcel containing the forestry service building. Maximum allowable building height increases from 42 feet to 56 feet.
- **Public Service Center**
    - Four parcels containing government buildings – specifically the El Dorado County Superior Court, the El Dorado County Public Defender, and the South Lake Tahoe Police Department. Maximum allowable building height increases from 38 feet to 56 feet.
    - Three parcels containing South Tahoe Public Utility buildings. Maximum allowable building height increases from 42 feet to 56 feet.
    - One parcel containing the South Lake Tahoe Fire Station 2. The maximum allowable building height increases from 50 feet to 56 feet.

While allowable building heights will change across these parcels, it is unlikely that any of these changes would meaningfully affect trip generation. The land uses in question are destination-driven — that is, visitors travel to these facilities based on need rather than building size or capacity. Increasing the allowable height of a fire station, for example, would not generate additional trips, as demand is independent of building dimensions. Similarly, upper-floor residential uses would not be appropriate or expected for any of these public service land uses.

It can therefore be reasonably concluded that the proposed changes in allowable building height would result in no meaningful change in trip generation or VMT for public service parcels.

RECREATION PARCEL ANALYSIS

The Area Plan contains several recreation parcels that would be subject to changes in maximum allowable building height under the proposed Area Plan. Some recreation parcels — such as those containing open fields or golf courses — do not contain buildings and are therefore excluded from further analysis. No vacant parcels were found to have a designation of "recreation." The following parcels contain structures that warrant consideration:

- **Tahoe Sierra Business District** – One parcel containing the Athletex Life & Sport Club, a locally owned health club and coaching facility. Maximum allowable building height increases from 38 feet to 46 feet.
- **Public Service Center** – Two parcels containing the South Lake Tahoe Recreation and Aquatic Center and the South Lake Tahoe Ice Arena. Maximum allowable building height increases from 42 feet to 56 feet.

The South Lake Tahoe Recreation and Aquatic Center celebrated its grand opening in April 2026, representing a significant recent public capital investment. The adjacent Ice Arena, while older, is closely associated with the new recreation complex and is similarly unlikely to be redeveloped in the near to medium term. Given the scale and recency of this investment, no change in trip generation or VMT would reasonably be expected for these parcels as a result of the proposed height increase from 42 to 56 feet.

The Athletex sports club underwent a full interior remodel in early 2026 and has operated under new local ownership since 2023, demonstrating a clear ongoing commitment to the site. Near-term redevelopment is therefore unlikely.

In all three cases, these are destination-driven uses where trip generation is governed by membership, programming, and occupancy rather than building height or floor area. Upper-floor residential use would not be typical or appropriate for any of these land uses, and no basis exists to assume that an increase in allowable building height would translate to a meaningful change in the intensity of use.

It can therefore be reasonably concluded that the proposed changes in allowable building height would result in no meaningful change in trip generation or VMT for recreation parcels.

SUMMARY OF MAXIMUM POTENTIAL CHANGES

As shown in Table 5, the maximum potential change in units is approximately 700 multi-family dwelling units. This increase in units results in an increase of 17,096 daily VMT within the Area Plan. However, the overall impact if the same units are located in a different area within the Tahoe Basin, the VMT would be significantly higher, between 17,472 and 25,957 daily VMT. Additionally, each individual project would be subject to VMT analysis. With the small project screening criteria of 1,300 daily VMT, most parcels would likely meet this criteria on a project-by-project basis.

Table 5: Mid-Town Area Plan - Vehicle Miles Traveled Summary

	Within the Mid-Town Area Plan Boundary		If Units are Located Elsewhere	
			Within the City of South Lake Tahoe	Within the Tahoe Basin
Parcel Designation	Maximum Potential Change in Residential Units	Maximum Potential Change in VMT	Maximum Potential Change in VMT	Maximum Potential Change in VMT
Multi-Family Residential	250	6,028	6,238	9,269
Mixed Use	450	11,068	11,234	16,688
Public Service	0	0	0	0
Recreational	0	0	0	0
Total	**700**	**17,096**	**17,472**	**25,957**
Net Impact on VMT			**-376**	**-8,861**

Source: LSC Transportation Consultants, Inc.

TRANSPORTATION IMPACT CONCLUSIONS

The transportation impacts resulting from the proposed amendments are expected to be within transportation standards. Furthermore, any future redevelopment project in the area plan would be required to complete a TRPA project impact assessment to determine project-specific impacts. The following conclusions are drawn from this analysis.

Transit Facilities

The net increase in residential units within the Town Center could incrementally increase demand for transit services. However, because these units are concentrated within a walkable town center environment where daily needs, services, and amenities are intended to be accessible without a vehicle, the increase in transit demand is expected to be modest. The plan area is already served by multiple existing bus stops and three TTD bus routes, providing sufficient capacity to accommodate any marginal increase in ridership. Adoption of the Mid-Town Area Plan is therefore not expected to result in a significant change in transit demand.

Pedestrian and Bicycle Facilities

Due to the net increase in residential units within Town Centers, an increase in non-auto trips such as walking and bicycling is expected, consistent with the walkable character of the Town Center environment. While no new sidewalks or bicycle facilities are currently proposed as part of the Area Plan, the mid-town area is already served by an established and well-connected network of sidewalks, Class I multi-use paths, and Class II bike lanes that can accommodate this anticipated increase in active transportation activity.

Traffic Generation

The proposed increases in density and building height have the potential to increase traffic generation by a maximum of 4,348 daily vehicle trips across the Area Plan.

Vehicle Miles Traveled

The proposed changes have the potential to increase VMT by a maximum of 17,096 daily VMT across the entire Area Plan. It is important to note that this figure represents a cumulative area-wide maximum, not a project-specific finding. Any future development project would be required to compare its VMT against applicable TRPA screening criteria and/or standards of significance to determine compliance. For projects incorporating retail, restaurant, office, housing, and/or lodging uses, it is reasonable to expect that most would meet VMT standards, either through screening criteria or under the applicable land use standard of significance. Generally speaking, projects within the Town Center would be screened out at VMT levels below 1,300 daily VMT, though projects above that threshold may still demonstrate compliance depending on the specific land uses proposed.

It is also important to consider the area-wide VMT increase in the context of the TRPA residential unit allocation system. Because no new residential units may be introduced to the Tahoe Basin, only redistributed from one location to another, the units drawn into the Town Center under the proposed Area Plan would have otherwise been developed elsewhere in the basin. When the baseline VMT associated with those units at their prior dispersed locations is accounted for, the net effect of concentrating them within the Mid-Town Town Center is a decrease of approximately 376 to 8,861 daily VMT within the Tahoe Basin.

Appendix D: Redlined Mid-Town Area Plan Draft with Summary of Post Circulation Changes

Summary of Post-Circulation Changes: Mid-Town Area Plan

Minor non-substantive changes were made to the draft Mid-Town Area Plan during the 30-day circulation period. The changes are summarized below and shown in the following redlined document. These changes were for formatting and clarification purposes only and do not change the environmental analysis.

1. Land Acknowledgement added – after title page
2. Chapter 3, Vision and Guiding Principles moved to Chapter 1 – page 1
    a. Community Involvement section added – page 3
3. Chapter 1, Introduction, moved to Chapter 2 – page 5
4. Chapter 2, Legal Authority and Setting moved to Chapter 3 – page 9
5. The following language has been added to "Special Considerations" for the Public Service Center District – page 28
    a. "Public service parcels and project areas over 1/3 acre may also use an alternative coverage system that incentivizes clustering services in high capability lands. The Mid-Town Area Plan will further realization of the 56-Acres Master Plan site as a world-class park rooted in public service through open spaces, cultural preservation, and environmental stewardship."
6. The following language has been added under Level of Service/Vehicles Miles Traveled in the discussion of free right turns– page 45
    a. "While these turning movements facilitate vehicle traffic, they can create hazardous situations, specifically where bicycles are traveling through intersections."
7. The bold language has been added Policy 1.05 User Conflict Avoidance – page 51
    a. "Explore opportunities to designate separate pedestrian and bike/scooter lanes **or other mitigation measures** through high traffic areas to reduce user conflicts, maintaining consistency with state guidance on bike facilities."
8. The following policy has been added under transportation goal 5 – page 53
    a. "Policy 5.4 Open Space and Connectivity: Protect undisturbed sensitive lands within Town Centers by establishing open space or park corridor connections to areas outside Centers."
9. The bold language has been added to the project description for transportation implementation item 2 – page 54
    a. "Connect Oakland Ave to the existing Class I on Modesto with a Class II bike lane or Class III bike route, **or explore other improvements to facilitate pedestrian access from El Dorado Ave towards Lake Tahoe Blvd."**

10. The bold language has been added to the project description for transportation implementation items 3 and 4 – page 54

    a. "Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan and Countermeasure Toolbox. **Consider changes that enhance safety and emphasize bike and pedestrian access through the 56-Acres Master Plan site."**

11. The following language has been added under Best Management Practices: Area-wide Stormwater Infrastructure – page 69

    a. "To account for maintenance, properties with BMP Certificates issued or re-issued within five years are eligible for 100 TMDL percent credit when registered, whereas properties with certificates more than five years old only receive 50 percent TMDL credit."

12. The following policy has been added under natural resources goal 4 – page 76

    a. 'Policy 4.4 SEZ Restoration Utilize the updated Bailey Mapped Land Capability Map to more accurately delineate SEZs. Coordinate with public agencies and private property owners to prioritize and target the removal of development and land coverage from the delineated SEZs and from the TRPA designated Stream Restoration Plan Areas."

13. The bold language has been added to the following policies under Art, Cultural, and Historic Resources Goal 3 – page 80

    a. "Policy 3.1 Archeological Discoveries: Treat all newly discovered archeological finds as significant resources, **halting operations** until evidence to the contrary has been provided **by a qualified archaeologist**."

    b. "Policy 3.2 Paleontological Discoveries: Treat all newly discovered paleontological finds as significant resources, **halting operations** until evidence to the contrary has been provided **by a qualified archaeologist**."

14. Lakeshore and Lakezone uses have been eliminated as a unique section in the Permissible Uses (table 10) and have been incorporated into the general list as allowed under current planning documents – page A4-A6

    a. Consistent changes have also been made to Appendix B, Use Definitions – page B10 and B14-B15.

15. The bold language has been added to landscaping standard 1.D. – page A32

    a. "Preserve existing trees **and other natural features** as much as possible and incorporate them into **the** site layout."



Mid-Town Area/Specific Plan

Reshaping the heart of South Lake Tahoe

CITY OF SOUTH LAKE TAHOE

TAHOE REGIONAL PLANNING AGENCY

Adopted by City Council of South Lake Tahoe TBD

Adopted by Tahoe Regional Planning Agency Governing Board TBD

Land Acknowledgement

The City of South Lake Tahoe acknowledges the lands we occupy today are the lands and home of the Waší̌šiw, the people from here known today as the Washoe Tribe of Nevada and California, a sovereign nation. Since the beginning of time and for thousands of years before the arrival of any other people, the Washoe lived here and cared for this place, with values and intention that we can all learn from. On behalf of the City Council, I would like to acknowledge, thank, and honor the Indigenous Washoe Tribal Communities that are the past, present, and future stewards of the Lake Tahoe Basin.

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Keith Roberts, Mayor Pro Tem
Scott Robbins
David Jinkens
Heather Horgan

South Lake Tahoe Planning Commission
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Community and Stakeholders
We sincerely thank each individual for their time and effort in participating in public workshops, attending public hearings, and submitting comments.

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CHAPTER 1 VISION AND GUIDING PRINCIPLES

Vision Statement

The Mid-Town area shall foster a defined sense of place in central South Lake Tahoe to facilitate ease and pleasure of residents going about their daily lives and give visitors a glimpse of the rich community and culture of South Lake Tahoe's current and original residents. Enhancement of existing recreation attractions will continue to support a lively and healthy community where all members find belonging. The natural beauty of Lake Tahoe and diversity of City residents shall be reflected in a thoughtful built environment with ample public art where residents and visitors alike can live, learn, explore, engage, and bridge generational and cultural divides.

Guiding Principles

The following principles are derived from topics and themes that were at the forefront of conversations with stakeholders and community members. They are meant to guide plan development and ensure the Mid-Town Area Plan Vision Statement is clear, considered, and consistent with all policies and standards contained within the Plan.

Recreation and Open Space

The abundance of recreation opportunities is a major component of what draws people to visit and reside in the Tahoe Basin. Within the south shore, Mid-Town provides the majority of local public recreation opportunities which will be expanded through the Mid-Town Area Plan.

Existing recreation uses should be enhanced to provide year-round opportunities to those of all ages, incomes, and abilities. The health and wellbeing of individuals and the community will be served through access to a variety of safe and well-maintained parks, day use areas, event venues, and open spaces.

The Area Plan will leverage the recently completed 56-Acres Master Plan to provide pedestrian-focused public open spaces that introduce and integrate all into the larger South Lake Tahoe Community. All future uses in 56-Acres site will be consistent with the goals of existing uses such as the Recreation and Aquatics Center and El Dorado County Library, to create a hub for open mindedness and connection.

~~Enhance existing recreation uses to support the health and wellbeing of individuals and the community by providing safe and well-maintained parks, day use areas, event~~

~~venues, and open spaces.The abundance of recreation opportunities is a major component of what draws people to visit and reside in the Tahoe Basin. The Area Plan will leverage the recently completed 56-Acres Master Plan and existing and proposed infrastructure to provide opportunities for year-round recreation to those of all ages, incomes, and abilities.~~

~~Curate recreation spaces that accommodate those of differing abilities and ages.~~

~~*Built Environment*~~

~~Create built environment that complements and preserves open space, natural resources, and natural features through sustainable building practices and water quality treatments.Maintain the area's small-town charm while encouraging redevelopment of vacant and underused sites.~~

~~Ensure that new developments recognize the importance of third places and that mixed-use developments anticipate the needs of tenants.~~

Land Use and Transportation

Town Center businesses, services, and facilities will be further supported through the introduction of residential and mixed-use developments. Locals will have affordable-by-design housing opportunities that are within walking/biking distance of employers and commercial centers, improving quality of life, providing more time and opportunity for recreation, and increasing patronage of local businesses.

Greater residential density will catalyze growth of an integrated transportation network that is safe, reliable, and optimized for different modes of transportation and weather conditions.

~~Address gaps in forming a safe and interconnected active transportation network~~Intentional improvements will ~~, with an emphasis to~~ address transportation network gaps, increasing~~e~~ traveler safety ~~for students and youth traveling~~between popular locations such as ~~between~~ South Tahoe Middle School, ~~Boys and Girls Club~~56-Acres Master Plan site, LTCC/playing fields, Bijou Park, and residences.

~~Explore mitigation measures for congested areas and bike/scooter/pedestrian conflicts.~~

Built Environment

The intrinsic value of Lake Tahoe should be reflected in a thoughtful built environment that complements and preserves open space, natural resources, and natural features through sustainable building practices and water quality treatments. Development should maintain the area's small-town charm while welcoming creative use of vacant and underused sites.

The evolution of the Mid-Town area will result in more third places where needs or interests not met in the home (first place) or at work (second place) can be addressed.

Third places provide the opportunity for planned and by-chance encounters and should not be cost-prohibitive.

Developments should anticipate and cater to the specific needs of tenants through community space and amenities that improve quality of life and success of businesses.

Arts and Culture

Appreciate and recognize all aspects and individuals of our community through art that inspires self-discovery, critical thinking, creativity, and connection. Both public and private spaces are encouraged to embrace meaningful art.

~~*The abundance of recreation opportunities is a major component of what draws people to visit and reside in the Tahoe Basin. The Area Plan will leverage the recently completed 56-Acres Master Plan and existing and proposed infrastructure to provide opportunities for year-round recreation to those of all ages, incomes, and abilities.*~~

~~*In addition to the recreation hubs within the plan area, there were three (3) TRPA designated Town Centers which contain shopping, dining, and resident serving uses, such as gyms, postal offices, healthcare providers, and government offices. However, the area currently lacks the interconnectedness of a true Town Center where greater residential densities complement the mixture of commercial uses.*~~

Community Involvement

13 private stakeholder meetings, including multi-day workshops

6 agency coordination meetings | 9 public hearings

4 open houses | 3 community events | 2 community talks

Consistent with Regional Plan Policy LU-4.6 and the intention of area plans "to be responsive to the unique needs and opportunities of communities of the region," staff conducted extensive outreach. From August 2024 to September 2026, staff hosted or attended 37 events to solicit feedback on the plan's contents. The City also participated in two adjacent efforts (not led by City staff or consultants) that brought further insight. This included participation in the Tahoe Chamber's South Shore Business Walk where City staff and other Tahoe Chamber representatives conducted door-to-door outreach to local businesses. Survey questions were presented and discussed to gauge the health and needs of businesses and business owners. The City also participated in the National Association of Realtors' Transforming Neighborhoods Program. The South Tahoe Association of Realtors was awarded this professional assistance and chose to align the process with Mid-Town efforts.

Outreach was conducted in a manner that would produce a plan that is representative of all the ways our City is experienced. Input was received from high school and college students,

members of our community that hold valuable perspectives which are not heard often enough. Open houses were held in different languages and locations to allow space for comments to be provided by those who may otherwise feel estranged from local government processes. Members of the Washoe Tribe could not fully participate in this effort due to capacity constraints. Policies have been included that allow the Mid-Town Area Plan to not only acknowledge the Washoe Tribe, but also reincorporate tribal culture, practices, and values in the evolution of the City. Such policies are meant to serve as a placeholder for further collaboration with the Washoe Tribe.

CHAPTER ~~1~~ 2 INTRODUCTION

The Mid-Town Area Plan (Area Plan) is a comprehensive framework that prioritizes the well-being of residents by improving recreation opportunities, promoting walkability, supporting economic activity, and promoting sustainable growth. The Area Plan is consistent with the City of South Lake Tahoe General Plan (General Plan) and the Tahoe Regional Planning Agency's Regional Plan. Other City documents that influence and inform the Area Plan include the 56-Acres Master Plan;[1] Climate Action Plan; Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan; Local Hazard Mitigation Plan; and the 2023-2028 Strategic Plan. The contents are intended to strengthen an individual's sense of belonging, encourage community, and create sustainable and safe neighborhoods.

Setting and History

The Mid-Town plan area consists of approximately 780 acres on the south shore of Lake Tahoe, in central South Lake Tahoe (Figure 1). This area, the greater Tahoe Basin, and surrounding region are the original homelands of and were historically under the care of the Waší·šiw (Washoe people). Washoe lived on and alongside the land until 1858 when discovery of the Comstock Lode brought an influx of Euro-Americans to the area. These events led to the first permanent developments in the area, log-framed homes serving tourists escaping the city and miners looking for work. The Washoe people were displaced as settlers privatized land, exploited natural resources, and suppressed Washoe culture. A year-round population developed in the 1950s when Nevada gaming regulations were relaxed. As of 2021 there were approximately 1,550 official Washoe tribal members living on reservations, on ancestral territory in the Tahoe Basin and Carson Valley, and in the San Francisco Bay area (Guimarães Dodds, 2009).

Many facilities that served early settlers were in the Mid-Town plan area, specifically within the 56-Acres site. These included government offices; the Tahoe Basin's first medical facility; and for a brief period, City Hall. The structure that is currently the Lake Tahoe Historical Museum (3058 Lake Tahoe Blvd.) was built in 1959 as the El Dorado County Library to serve the south shore (Miller & Root, 2021).

Previous Planning Documents

The Mid-Town Area Plan combines parcels from four plan area statements and one community plan under a single guiding framework. The Area Plan will replace the Bijou/Al Tahoe Community Plan and Tahoe Sierra (Sierra Tract) Commercial Plan Area Statement (PAS) in their entirety. Select parcels from the Al Tahoe PAS, Bijou Meadows PAS, and Highland Woods PAS have been incorporated to eliminate split zoning and incorporate public service uses within the plan area.

[1] This is not a TRPA-approved master plan.

The Bijou/Al Tahoe Community Plan was adopted in October of 1995 and most recently amended in January 2022. It directed development for most areas now under the Mid-Town Area Plan, including Lake Tahoe Community College, South Tahoe Middle School, and publicly owned facilities within the 56-Acres Master Plan site. The Bijou/Al Tahoe Community Plan focused on propelling commercial, tourist, and recreation activities while ensuring that physical development was consistent with the environment and ecology of the area. In development of the City's 2011 General Plan, the following were identified by residents as neighborhood priorities for the Bijou/Al Tahoe Community Plan:

- Expand role as an economic center along Highway 50 [Lake Tahoe Blvd.] and at Lake Tahoe Community College.
- Develop new social centers in places like Lakeview Commons and Lake Tahoe Community College.
- Construct a new government center in the Bijou/Al Tahoe Community Plan Area.



Plan area statements were established by Tahoe Regional Planning Agency's 1987 Regional Plan. They provide goals, policies, and land use regulations at a neighborhood level. Each PAS includes permissible uses and maximum densities, while all other development standards default to South Lake Tahoe City Code (SLTCC) or TRPA Code of Ordinances (TRPA Code).

With the Mid-Town Area Plan, the Tahoe Sierra (Sierra Tract) Commercial PAS is the last commercial zone to be incorporated into an area plan or community plan. The creation of the Tahoe Sierra (Sierra Tract) Commercial PAS and adjacent Highland Woods PAS left numerous parcels bisected between the plans. The Mid-Town Area Plan proposed to correct this by incorporating the entirety of the parcels in the Area Plan except for parcels where this would cause foreseeable conflicts with neighboring uses.

Select parcels from the Bijou Meadows and Al Tahoe PAS are incorporated in the Area Plan. These include the Bijou Golf Course, Bijou Meadow, Bijou Community Park (PAS 101, Special Area #1), South Tahoe Public Utility District lands, public parking lots, and the City of South Lake Tahoe Fire Station #2.

Area Plan Adoption

The Mid-Town Area Plan shall be adopted by the South Lake Tahoe City Council and TRPA Governing Board at respective public hearings. The Area Plan becomes effective immediately after adoption by TRPA and at that time will replace the previously noted documents. The applicable plan area statements will remain effective for parcels not included.

Organization of the Area Plan

The structure of this plan mimics that of the City of South Lake Tahoe's General Plan. Chapter 1 details the vision for the Mid-Town area, developed through extensive community engagement with residents, business owners, community organizations, and other stakeholders. Following this section, the regulatory setting of South Lake Tahoe and the City's authority to adopt an area plan/specific plan are discussed. ~~Chapter 3 details the vision for the Mid-Town area, developed through extensive community engagement with residents, business owners, community organizations, and other stakeholders.~~ Subsequent chapters describe the existing conditions and community priorities through policy direction. An implementation chapter is included which identifies further actions for achieving the Plan's goals. Lastly, development and design standards are provided to guide site improvements and create cohesive yet distinguishable districts.

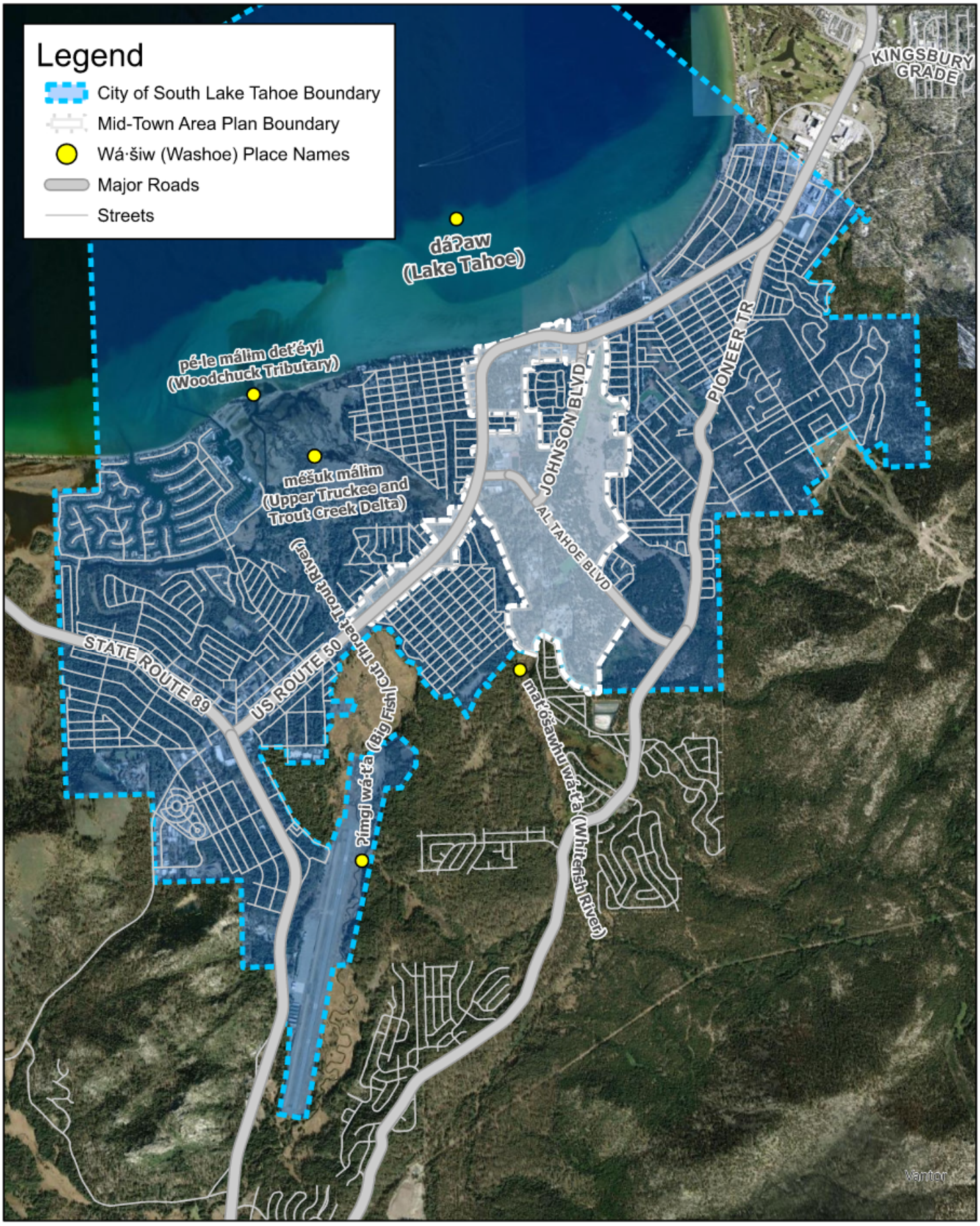


Figure 1: Context Map - City of South Lake Tahoe

City of South Lake Tahoe Mid-Town Area Plan

Figure 1: Context Map: City of South Lake Tahoe

CHAPTER ~~2~~ 3 LEGAL AUTHORITY AND REGULATORY SETTING

While all plans created by the City of South Lake Tahoe must comply with policies and regulations established by the State of California, many documents, including area plans, must also be approved by the Tahoe Regional Planning Agency. This section describes the policy and regulatory framework surrounding the Mid-Town Area Plan.

Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency (TRPA) was established in 1969 through a bi-state compact (Compact) adopted by California and Nevada and signed into action by President Richard Nixon. Per the Compact, the organization's purpose is to establish Environmental Threshold Carrying Capacities (threshold standards) and develop attainment methods to maintain Lake Tahoe's clarity and guide orderly growth and development in the Tahoe Basin. TRPA's primary guiding document is the Regional Plan, executed through the TRPA Code of Ordinances. TRPA also serves as the Tahoe region's federally designated metropolitan planning organization (MPO), tasked with carrying out transportation planning.

Regional Plan

TRPA's Regional Plan was adopted in 1986, updated in 2012, and has undergone several amendments since. The plan guides development in the Tahoe Basin in a manner to achieve and maintain its established threshold standards. In addition to goals and policies, the plan directs land use in the basin through plan area statements, community plans, and area plans as referenced throughout this document. Plan area statements and districts within community plans or area plans are associated with a land use classification. The Mid-Town region is comprised primarily of the mixed-use and recreation land uses designations (Table 1).

Table 1: Regional Plan Conceptual Land Uses

Regional Plan Conceptual Land Use	Area (acres)	Percent of Plan Area
Mixed-Use	384	51.8%
Recreation	299	40.3%
Conservation	56	7.5%
Residential	3	0.4%
Backcountry	0	0%
Resort Recreation	0	0%
Wilderness	0	0%
Tourist	0	0%

The Regional Plan's Conceptual Regional Land Use map identifies three locales within Mid-Town as Town Center districts. With the adoption of this Plan, the Town Center shall be expanded to include all eligible parcels that are not identified as stream restoration areas. The parcels

consisting of Bijou Community Park and Bijou Golf Course and Meadow are Recreation. Several parcels bordering Trout Creek are identified as stream restoration priority areas. These classifications as defined in the Regional Plan are included below.

Town Center	Town Centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the Region.
Mixed-Use	Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.
Recreation	Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.
Stream Restoration	Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior or existing development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration. See Figure 8, Special Designations for parcel locations.

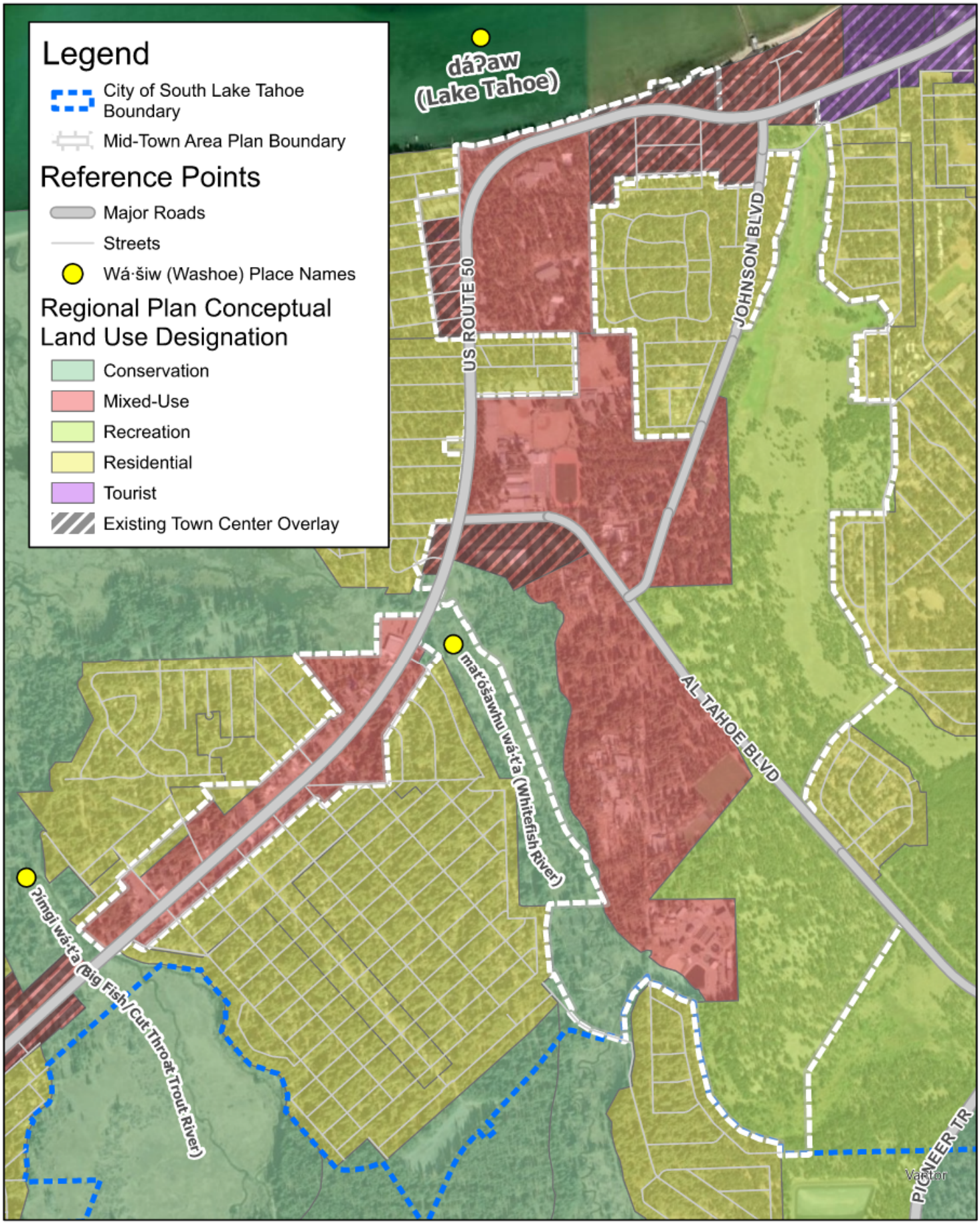


Figure 2: Regional Plan Conceptual Land Use Designations

City of South Lake Tahoe Mid-Town Area Plan

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Figure 2: Regional Plan Conceptual Land Use and Town Center (existing)

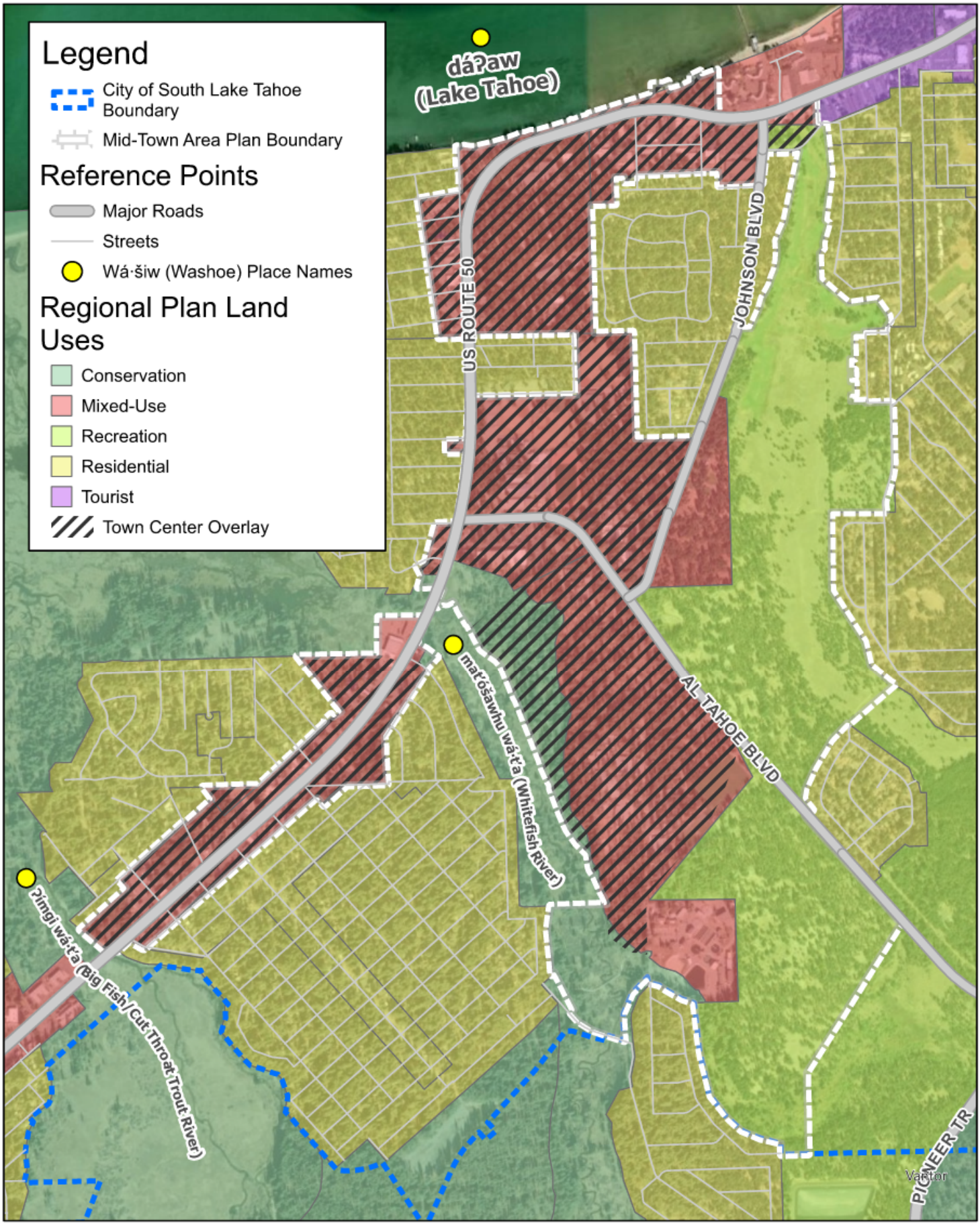


Figure 3: Regional Plan Conceptual Land Use as Amended by MTAP

City of South Lake Tahoe Mid-Town Area Plan

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Figure 3: Regional Plan Conceptual Land Use and Town Center (as amended by Mid-Town Area Plan)

Area Plans

Realizing the need for community level plans and the importance of resident and stakeholder input, in 2012 TRPA updated the Regional Plan and Code of Ordinances Chapter 13 to encourage local jurisdictions to adopt area plans to supersede dated plan area statements. Area plans allow jurisdictions the opportunity to create area specific standards, though all policies and standards must be consistent with goals and policies of the Regional Plan. Once adopted, an area plan is considered a component of the Regional Plan.

In addition to adopting an area plan, TRPA must also certify the plan annually. To do so, TRPA conducts an annual audit of projects permitted within the plan area to confirm they comply with plan standards. A four-year recertification is also completed based on Regional Plan Goals and Policies DP-2.1 to review load reductions as discussed in Chapter 9, Natural Resources and Water Quality: Water Quality. This process shall be completed in accordance with TRPA Code of Ordinances Section 13.8.

Community Plan

Much of the land to be incorporated in the Mid-Town Area Plan was previously under the Bijou/Al Tahoe Community Plan, which the Area Plan replaces in its entirety. The City adopted the Community Plan in October of 1995. It was only intended to be in place until 2007. The primary areas of focus were infrastructure improvements to commercial and tourist uses; incorporation of bicycle and pedestrian transportation infrastructure; and expanded recreation opportunities, such as improved lake access, campground expansion, and extensions of bike trail systems. Many of these concepts are carried on through the Mid-Town Area Plan, with an added emphasis on local life and housing availability.

Metropolitan Planning Organization

TRPA is the Tahoe region's federally designated metropolitan planning organization, or the Tahoe Metropolitan Planning Organization (TMPO). TMPO /TRPA was responsible for preparing a Sustainable Communities Strategy (SCS) in accordance with California Senate Bill 375 to align transportation, housing, and land use decisions toward reduced GHG emissions consistent with targets set by the California Air Resources Board (CARB). The Connections 2050: Regional Transportation Plan serves as TMPO /TRPA's SCS.

Standards in Mid-Town Area Plan are consistent with the Regional Transportation Plan/SCS goals and policies in that they aim to increase housing where services, amenities, and recreation opportunities exist (Tahoe Regional Planning Agency, 2025).

State of California

Specific Plans

California Government Code Section 65450 et seq. allows jurisdictions with compliant general plans to prepare specific plans when directed to do so by the local legislative body. Specific plans shall state their relationship to the general plan, and display through text and supporting diagrams existing land use patterns, existing and proposed public and private essential infrastructure (transportation, water, drainage, etc.), development standards, resource

conservation standards, and implementation measures necessary to carry out the aforementioned.

For ease of reference the Mid-Town Area Plan is most often called an area plan; however, it complies with requirements for specific plans and qualifies as such under California statute.

Regulatory Agencies

The City's main arterial road is US Highway 50, locally named Lake Tahoe Boulevard. The California Department of Transportation (Caltrans) is responsible for its design, implementation, and maintenance. While Lake Tahoe Boulevard serves as the primary road for through traffic, certain sections have features of local roads with direct access to businesses and some residences. As discussed in Chapter 7, Transportation and Circulation, the City works closely with Caltrans to address local needs while maintaining a high level of service.

The California State Lands Commission oversees shorezones and submerged lands, including those of Lake Tahoe within California. As appropriate, such lands are preserved, restored, or developed with compatible recreation or economic uses. The State Lands Commission is also responsible for resolving boundary disputes between public and private lands.

City of South Lake Tahoe

To the extent possible, the City of South Lake Tahoe must adhere to both the Compact and California State law. Area Plans may contain substitute standards to those in TRPA Code of Ordinances. Substitute standards are intended to concentrate development in town centers and increase development incentives. Area plan standards must be consistent with meeting environmental thresholds and increasing housing availability. Purely local matters remain under the City's authority.

General Plan

The City of South Lake Tahoe's 2011 General Plan identifies four (4) different land use categories within Mid-Town. These various categories reflect the areas' variability and ability to support the surrounding residential uses. It is the goal of this Plan to create and enhance the identifying characteristics of these areas, while maintaining a cohesive, community-oriented atmosphere.

The General Plan identifies three (3) citywide social centers (Lake Tahoe Community College; social service and public safety offices of the City of South Lake Tahoe and El Dorado County at the intersection of Johnson Blvd. and Al Tahoe Blvd; and the 56-Acres project area) and one neighborhood gathering place (Lakeview Commons and El Dorado Beach) within the plan area.

Neighborhood Center	This designation provides for commercial, and tourist uses supported by high-density residential. This use supports horizontal and vertical mixed-use developments. This designation is applied to areas that are currently developed with commercial and/or tourist uses, areas of existing excess land coverage, and areas that are near commercial, employment, transit, and public services.

Town Center	This designation provides for a mixture of uses including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services.
Special District	This designation provides for unique land uses that require flexibility or special considerations. This includes public facilities, industrial uses, and transportation uses (i.e., airport). Special districts within the Mid-Town plan area include the Lake Tahoe Community College campus, South Tahoe Middle School and Lake Tahoe Unified School District offices, South Tahoe Public Utility District, Happy Homestead Cemetery, and social service and public safety offices of the City of South Lake Tahoe and El Dorado County.
Recreation	This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing or proposed outdoor recreation and areas without overriding environmental constraints.

Table 2: General Plan Land Uses

Land Use Designation	Area (acres)	Percent of Plan Area
Recreation	352	47.5%
Special District	214	28.9%
Conservation	56	7.5%
Town Center	55	7.5%
Neighborhood Center	53	7.2%
High Density Residential	6	0.9%
Mixed-Use	3	0.5%
Low Density Residential	1	0.1%
Tourist	0	0.0%

The following are General Plan policies that direct responsible growth and redevelopment of Mid-Town.

Policy LU-1.6: Civic Center Creation The City should explore the financial feasibility of consolidating City administrative uses on one City-owned property in the Bijou/Al Tahoe Community Plan area.

Policy LU-1.8: Future Commercial Floor Area (CFA) Commodities The City shall pursue the maximum amount of available Commercial Floor Area that can be allocated by the Tahoe Regional Planning Agency, up to an additional 386,000 square feet above 2009 levels, in order to use it as an incentive for revitalization, economic growth, and urban renewal. The City should target future CFA commodities as follows:

Bijou/Al Tahoe Community Plan Area: up to 55,000 square feet of new CFA.

Policy LU-1.12: Land Coverage Consolidation The City shall encourage transfers of existing land coverage within identified hydrologic areas to parcels within area plans to provide an incentive for larger mixed-use, commercial, and tourist projects that serve the needs of residents and visitors.

Policy LU-2.1: Community Plan Redevelopment, Expansion, and Upgrade The City shall encourage public and private investment in the expansion and upgrade of commercial and tourist accommodation projects within the Tahoe Valley, Bijou/Al Tahoe, and Stateline/Ski Run community plan areas and use appropriate financing tools, such as redevelopment, to achieve economic and land use goals, as determined as proper to achieve this objective.

Policy LU-2.5: Bijou/Al Tahoe Community Plan Area The City shall encourage the creation of a viable residential neighborhood with appropriate neighborhood amenities and compatible high-quality, family-oriented recreation and public facilities including government offices.

Policy LU-2.8: Community Plan Incentives The City shall provide permit streamlining, commodity increases, coverage increases, and other similar incentives to encourage implementation of General Plan goals and policies.

Appeals

Appeal procedures shall be consistent with TRPA Code of Ordinances Section 13.9 and the Memorandum of Understanding as approved by the City and TRPA.

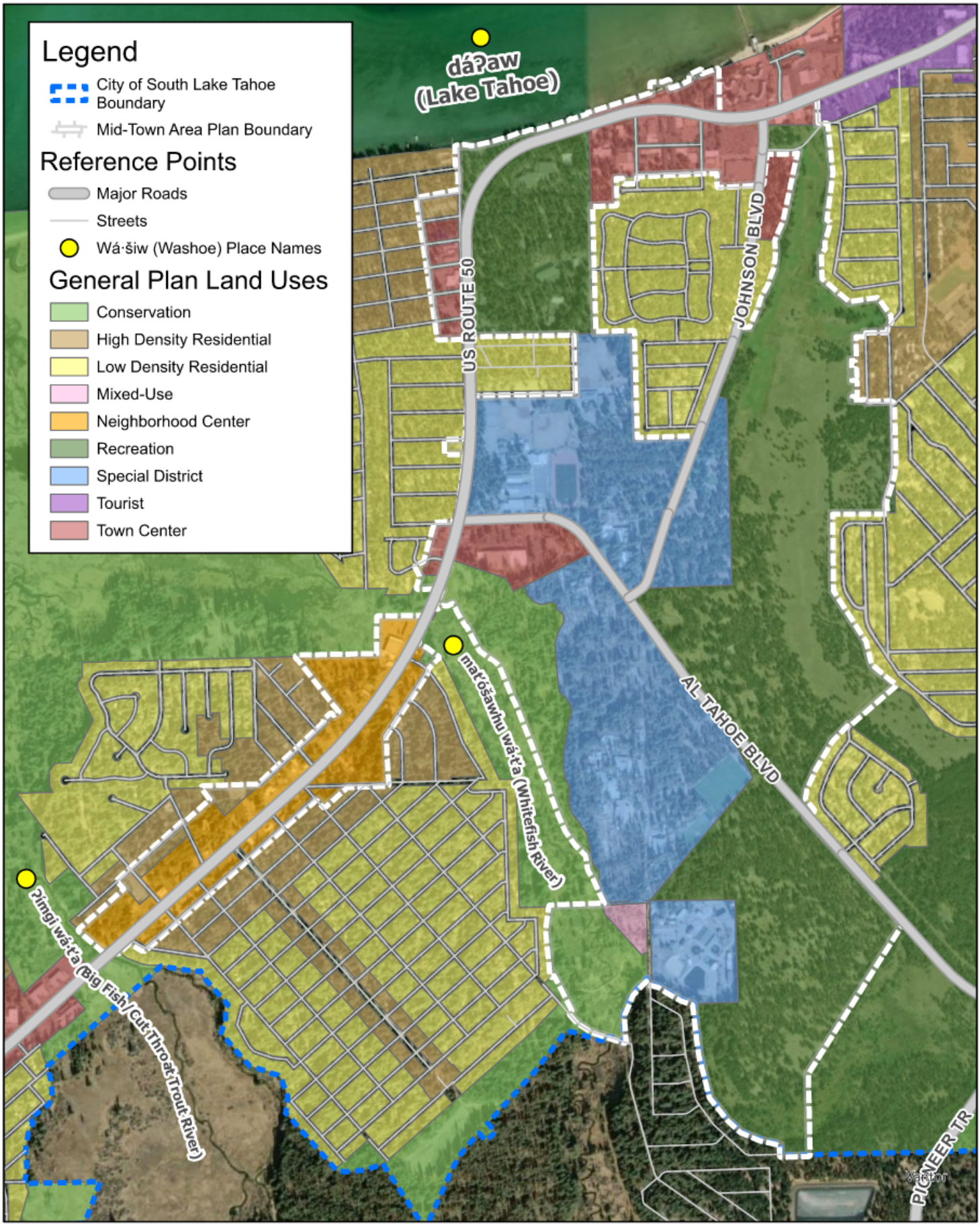


Figure 4: General Plan Land Uses

City of South Lake Tahoe Mid-Town Area Plan

Figure 4: General Plan Land Uses

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~~CHAPTER 3 VISION AND GUIDING PRINCIPLES~~

~~*The goal of the Mid-Town Area Plan is to foster a more defined sense of place in central South Lake Tahoe to improve the lives of residents and experiences of visitors. The abundance of recreation opportunities is a major component of what draws people to visit and reside in the Tahoe Basin. The Area Plan will leverage the recently completed 56-Acres Master Plan and existing and proposed infrastructure to provide opportunities for year-round recreation to those of all ages, incomes, and abilities.*~~

~~*In addition to the recreation hubs within the plan area, there are three (3) TRPA designated Town Centers which contain shopping, dining, and resident-serving uses, such as gyms, postal offices, healthcare providers, and government offices. However, the area currently lacks the interconnectedness of a true Town Center where greater residential densities complement the mixture of commercial uses. The Area Plan will expand the Town Center boundary to encourage mixed-income housing and redevelopment. Town Center services and facilities will not only be supported by surrounding residential uses, but also by the introduction of mixed-use development.*~~

~~Vision Statement~~

~~Guiding Principles~~

~~The following principles are derived from topics and themes that were at the forefront of conversations with stakeholders and community members. They are meant to guide plan development and ensure the Mid-Town Area Plan Vision Statement is considered and consistent with all policies and standards contained within the Plan.~~

~~*Recreation and Open Space*~~

~~Enhance existing recreation uses to support the health and wellbeing of individuals and the community by providing safe and well-maintained parks, day use areas, event venues, and open spaces.~~

~~Curate recreation spaces that accommodate those of differing abilities and ages.~~

~~*Built Environment*~~

~~Ensure that new developments recognize the importance of third places and that mixed-use developments anticipate the needs of tenants.~~

~~Create a built environment that complements and preserves open space, natural resources, and natural features through sustainable building practices and water quality treatments.~~

~~***Transportation***~~

~~Address gaps in forming a safe and interconnected active transportation network, with an emphasis to increase safety for students and youth traveling between South Tahoe Middle School, Boys and Girls Club, playing fields, Bijou Park, and residences.~~

~~Explore mitigation measures for congested areas and bike/scooter/pedestrian conflicts.~~

~~***Arts and Culture***~~

~~Appreciate and recognize all aspects and individuals of our community through art that inspires critical thinking, creativity, and connection.~~

~~***Land Use***~~

~~Encourage greater residential densities and mixed-use developments that in turn support affordable housing, local business growth, walkability, and community cohesion.~~

~~Maintain the area's small-town charm while encouraging redevelopment of vacant and underused sites.~~

~~Allow for a range of complementary uses and help reduce commercial vacancy.~~

CHAPTER 4 LAND USE AND COMMUNITY DESIGN

Land use refers to the composition of the plan area, including use types, neighboring land uses, and overlays which further affect the uses allowed. Community design is identified first through the establishment of land use districts and emphasized through development and design standards in Appendix A.

Existing Conditions

Land Uses Within the Plan Area

There are a wide variety of existing land uses within the plan area. Table 3 summarizes existing uses by acreage and total area.

Table 3: Existing Land Uses

Land Use	Area (acres)	Percent of Plan Area
Public Service	239	32.3%
Recreation	219	29.6%
Vacant	129	17.4%
Commercial	72	9.7%
Open Space	52	7.0%
Single Family Residential	17	2.3%
Tourist Accommodation	11	1.5%
Multi-Family Residential	2	0.3%

Public Service

The Mid-Town area is home to the U.S. Postal Office, Department of Motor Vehicles, Happy Homestead Cemetery, South Tahoe Middle School, Boys and Girls Club of South Lake Tahoe, and South Tahoe Public Utility District (STPUD) facilities. Local government services found within the Mid-Town include the El Dorado County Superior Court and jail, El Dorado County Assessor's Office, and El Dorado County Social Services.

Recreation

Recreation is the second largest land use in the plan area. These areas include but are not limited to El Dorado Beach, Bijou Golf Course, Bijou Community Park, and the South Lake Tahoe Community Playfields. Within the 56-Acres Master Plan site are the Campground by the Lake, ice arena, and Recreation & Aquatics Center which opened in April 2026.

Open Space

Approximately 7% of the plan area has not been developed and is deemed open space. Several of these parcels are classified as stream environment zones and are unfit for development, while others contain minimal development such as bike trails.

California Tahoe Conservancy

The California Tahoe Conservancy (CTC) was established in 1984 to protect, restore, and enhance the natural environment of Lake Tahoe. The CTC acquires sensitive lands and restores them by removing development, decompacting and stabilizing soils, and revegetating with native species.

The City of South Lake Tahoe and CTC have been in negotiations regarding an exchange of parcels that would assist each entity in furthering their missions. A number of these parcels are within the Mid-Town area. CTC owns four (4) parcels within the plan area totaling 2.02 acres, three (3) of which are being considered for transfer to the City under the exchange. Two (2) City-owned parcels are under consideration for transfer to CTC. These parcels are adjacent to the Truckee Marsh and South Tahoe Bikeway. One is overlaid by the 100-year floodplain, making it unfit for development. These two parcels, among others, were identified by community members as desirable for restoration and open space.

Commercial

The plan area's commercial and tourist accommodation uses are concentrated along Lake Tahoe Blvd. There are a wide range of commercial uses in the plan area, including grocery stores; restaurants and bars; vehicle repair and tire shops; craft and toy stores; services such as insurance and notary; and many more.

Tourist accommodations include Hotel Azure, Tahoe Pines Lodge, Holly's Place, Tahoe Mountain Inn, Sky Lake Lodge, and Nickelodeon Motel.

Commercial Floor Area

The Mid-Town area contains approximately 500,000 square feet of commercial floor area (CFA). The City of South Lake Tahoe held 6,150 square feet CFA dedicated to developments within the Bijou/Al Tahoe Community Plan boundary which upon the adoption of the Mid-Town Area Plan was made available to all parcels within the plan boundary. CFA held in undesignated City pools may also be allocated to parcels within the plan area as well as transfers between private parties.

Residential

There are approximately 37 single-family residential parcels within the plan area, the majority of which are air space condominiums. The remaining residential parcels are found throughout the periphery of the plan area. There are four multi-family housing parcels, including three duplexes and the Skylark Mobile Home Park which contains 11 homes.

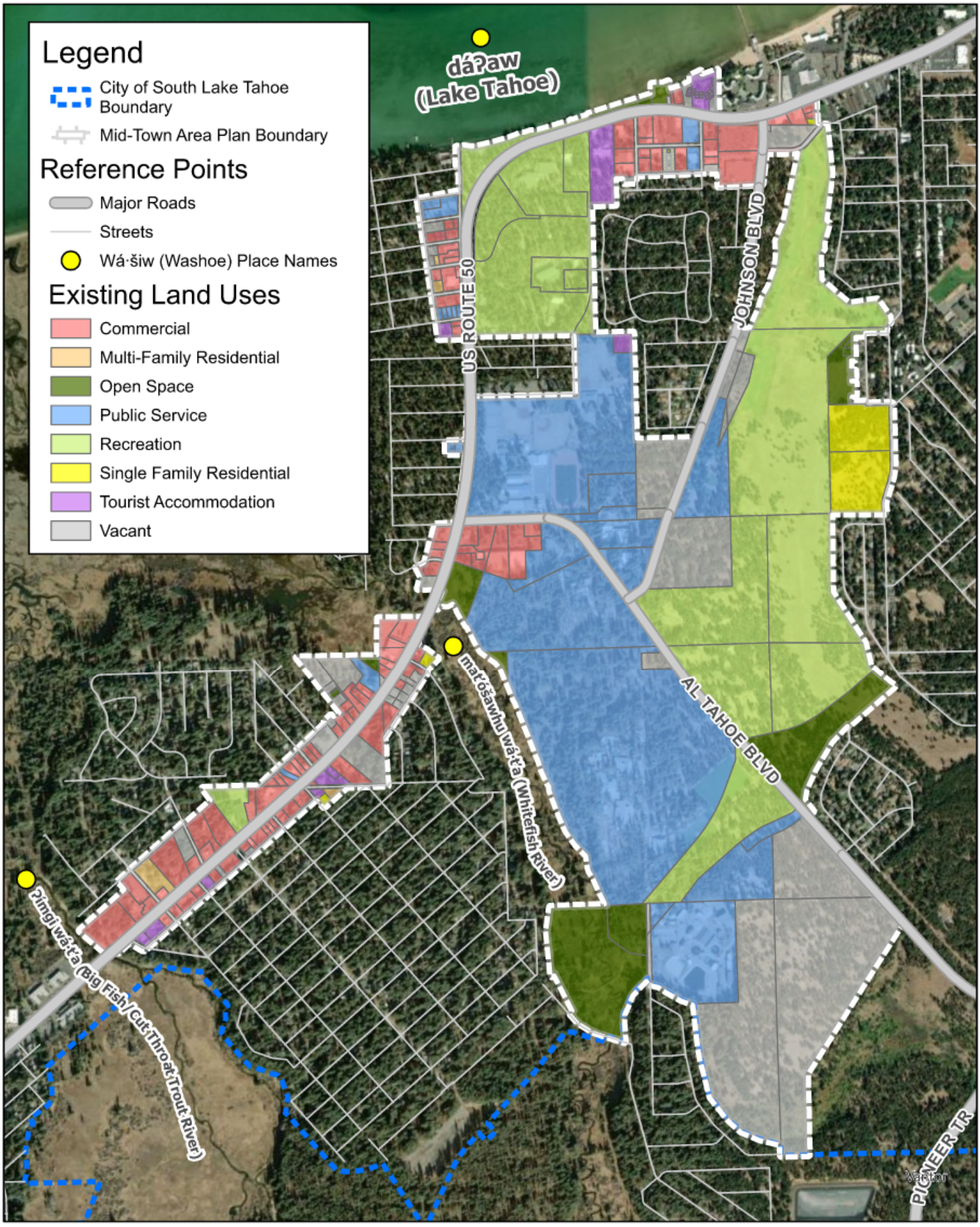


Figure 5: Existing Land Uses

City of South Lake Tahoe Mid-Town Area Plan

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Neighboring Land Uses

Much of the plan area is adjacent to residential zones. The Al Tahoe and Highland Woods neighborhoods are to the northwest of the plan area, Tahoe Sierra (Sierra Tract) to the southwest, Bijou to the east, and Bijou Pines in the center of (but not included in) the plan area. The Trout Creek stream environment zone passes between the northern and southern portions of the Mid-Town plan area, while the Upper Truckee River passes along the western edge of the plan area. The northernmost portion of the boundary ends at the high-water line of Lake Tahoe, where the City's jurisdiction ends. TRPA jurisdiction, however, extends lakeward. A small portion of the plan area boundary, about 1/3 mile in the northeast corner, meets the Tourist zoning designation of the Tourist Core Area Plan.

Lake Tahoe Airport Land Use Compatibility Plan

The Division of Aeronautics' California Airport Land Use Planning Handbook requires local jurisdictions with public-serving airports to adopt Airport Land Use Compatibility Plans (ALUCP) to promote responsible land use planning that considers the unique noise and safety elements of airports. While this task is generally delegated to counties, the state named the City of South Lake Tahoe as the responsible entity for the Lake Tahoe Airport. The Planning Commission alongside two additional appointees serve as the Airport Land Use Commission (ALUC). This body reviews projects relating to expansion of airport facilities and may be called on to review projects within the airport's sphere of influence, or Overflight Safety Zones, as exhibited in Figure 6.

Safety Zones 4 and 6 overlay portions of the plan area. Zone 6 is the Airport Traffic Pattern Zone. It is the least restrictive and all uses are compatible. Safety Zone 4 is the Outer Approach/Departure Zone, with uses ranging from compatible to incompatible. Non-residential densities are limited per Table 4-2 of the ALUCP.

Noise contour bands for 50-55 CNEL (dB) and 55-60 CNEL (dB) overlay portions of the Mid-Town plan area. All uses are compatible in the 50-55 dB range. Single family dwellings, secondary residences, mobile home dwellings, schools, and threshold related research facilities are conditionally compatible in the 55-60 dB range. Conditionally compatible uses will experience moderate noise interference with outdoor activities and with indoor activities when windows are open. The uses shall be allowed so long as outdoor activities are minimal, and construction features are included that reduce interior noise levels to 45 dB.

The entirety of the City is within the ALUCP's Overflight Notification Area, where aviation-related annoyances may be experienced even when a property is located outside of the established noise contour bands. To inform property owners of this possibility, all residential developments must record an overflight notification.

To reduce hazards to incoming airplanes, multiple airspace protection surfaces are identified. The approach, runway end sitting surface, horizontal surface, and conical surface layers overlap the plan area. These airspace protection surfaces do not conflict with the proposed building heights. At the lowest point of intersection, the airspace protection surface limits obstructions to 134 feet above the airport elevation. This is beyond the height allowed by TRPA for all zones of the Mid-Town Area Plan.

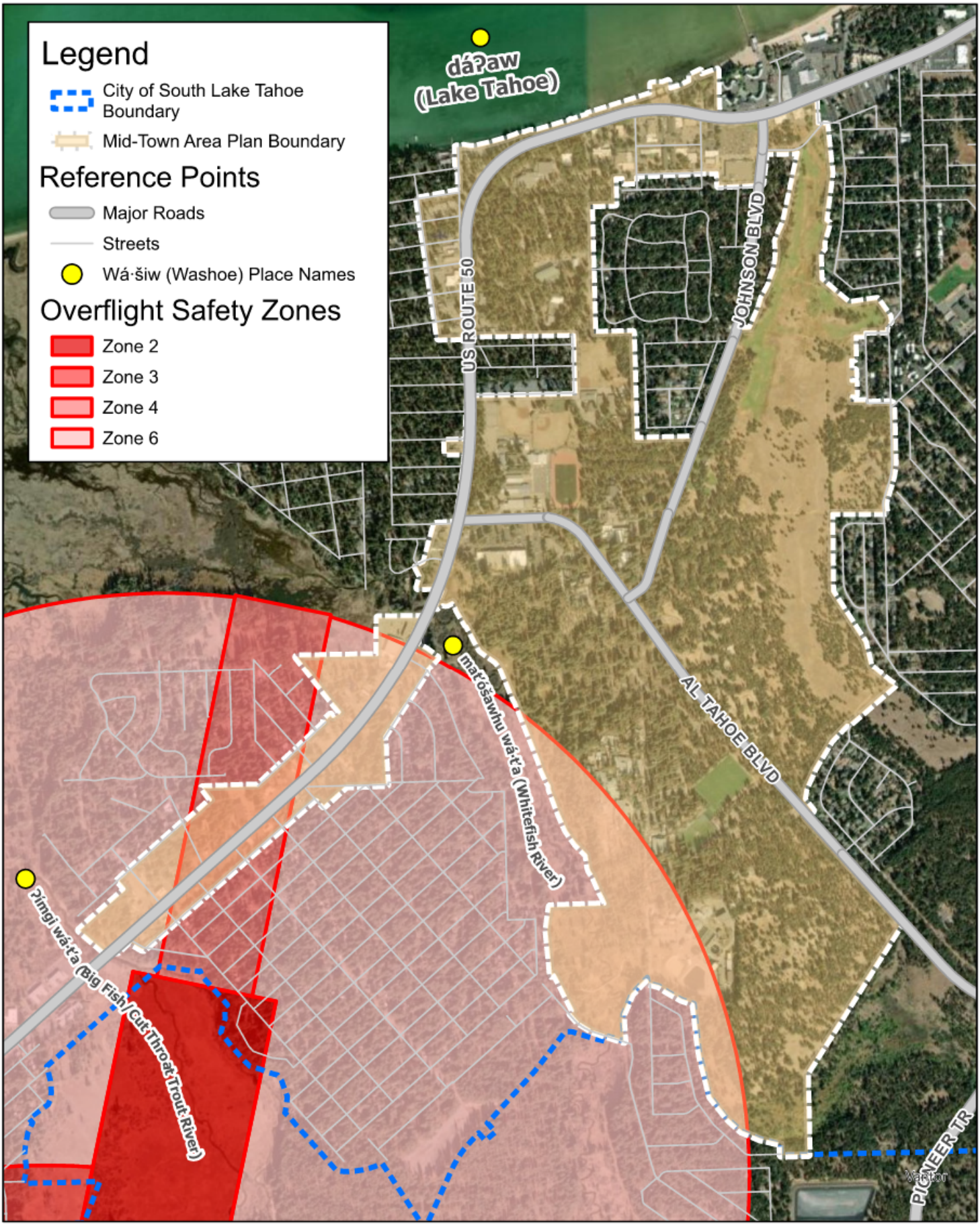


Figure 6: Lake Tahoe Airport Overflight Safety Zones

City of South Lake Tahoe Mid-Town Area Plan

Figure 6: Lake Tahoe Airport Overflight Safety Zones

Land Use Districts

The Mid-Town plan area is separated into six (6) districts for which a unique vision has been created. Below is a brief description of each district and elements the community felt most important to address in the Area Plan.

Tahoe Sierra Business District

Overview



Stakeholders feel the Tahoe Sierra area should maintain a strong commercial presence, while incorporating modest residential uses. Many parcels are small and near residential uses. This has been considered in identifying permissible uses and design standards to avoid noise and parking conflicts.

While there is much open space surrounding the neighborhoods adjacent to the district, stakeholders identified multiple parcels they felt appropriate for restoration and open space. Three of these parcels are identified by TRPA as a Stream Restoration Plan Area. The City is in the process of transferring two community identified parcels to the CTC to be maintained as open space.

Automobile infrastructure dominates the area, creating an unpleasant and sometimes unsafe experience for pedestrians and bicyclists. It is not uncommon for driveways to take up most of a parcel's frontage.

Special Considerations

Transformation of Palmira Avenue into a bike boulevard should be explored to create a safer experience for bikers and to deter use of this street as a shortcut around traffic on Lake Tahoe Boulevard. Signalized intersections other than Sierra Boulevard should be considered as emphasized cyclists crossing points across Lake Tahoe Boulevard. Similar strategies may be applied to roadways shared with heavy bicycle traffic on the northern side of Lake Tahoe Boulevard.

Permissible uses have been expanded and modified to allow for the growth of local businesses that often begin as home occupations but have outgrown the space. Businesses in this category such as cottage food production, welding, and woodworking are often limited to industrial zones which limits exposure and growth of the business. Allowing such uses within appropriate areas of Mid-Town creates greater potential for small business growth, community events, larger scale makerspaces, and an overall healthier and more vibrant community.

Harrison/Sandy District

Overview

Stakeholders view this area of Mid-Town as a "locals' downtown," though noted shortcomings in navigating the area. The Sandy Way area suffers from a lack of pedestrian friendly infrastructure, accessibility features, and stormwater improvements. Parking is limited and many spaces require that vehicles back into roadways, creating unsafe conditions for all users. A complete street plan like that of Harrison Ave. should be explored. Street parking would provide room for sidewalk improvements, while preserving the shared parking structure as exists today. Shared improvements have great potential to spur private redevelopment. Enhanced walkability would further the small-town charm of the area that community members emphasized should be preserved. This area should be supported by resident and tourist serving commercial uses as well as multifamily residential uses.

The Harrison Ave. area is well established, with strong pedestrian, bike, social, and economic activity. There have been many façade improvements and remodels spurred by the Harrison Ave. Streetscape Improvement Project. While the area is largely built out, there are community identified priorities to decrease congestion, solve parking conflicts, and reduce conflicts between pedestrians and bikes/scooters. Business owners along Harrison Ave. emphasized the importance of community events to the success of their businesses and supported development of more community spaces for year-round events in the neighboring 56-acres site.

Special Considerations

Stakeholders overwhelmingly shared their appreciation for this area's small-town charm and the many businesses within the district that they consider locals' favorites. The streetscape improvements as discussed above are especially important to create a welcoming environment that supports these vibrant community hubs.



Careful consideration should be taken to prevent commercial parking spaces from being used by beachgoers, creating conflicts with business patrons. Additional public parking facilities and enforcement mechanisms

should be explored independently and alongside additional beach access improvements.

Al Tahoe Center District

Overview

Parcels at the corner of Highway 50/Lake Tahoe Blvd. and Al Tahoe Blvd. have significant existing coverage, BMP certificates, and are in a Town Center, all of which provide ample redevelopment opportunity. The proximity of these parcels to major employers such as the Al Tahoe Post Office, Lake Tahoe Community College, Lake Tahoe Unified School District, South Tahoe Public Utility District, and South Lake Tahoe Government Center make them ideal for high density, mixed-use developments. Development standards for this area consider maximizing views of Trout Creek and the surrounding open space. Redevelopment must emphasize community gathering areas appropriate for the scale of the uses. Mixed-use developments are encouraged to consider commercial occupancy throughout the design process to ensure that the space properly suits the needs of potential tenants.

Special Considerations

Though these large lots can accommodate high levels of development, the parcels within this district are irregular shapes and are owned by several different entities, making cohesive redevelopment challenging. The City should explore redevelopment incentives to transform this outdated strip mall into a mixed-use hub that capitalizes on the neighboring open space.



Public Service Center

Overview



Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes but is not limited to the South Tahoe Public Utility District; El Dorado County Library; South Tahoe Middle School; South Lake Tahoe Police Department; the South Lake Tahoe Branch of the El Dorado County Superior Court of California; and the Recreation & Aquatics Center.

Several of the facilities listed above are also within the 56-Acres Master Plan site (Master Plan). The Master Plan was adopted in 2022 to elevate the recreation and community experience near the existing hubs of Lakeview Commons and El Dorado Beach. The Master Plan also proposes a civic center within the site, where all City departments are centrally located.

Special Considerations

City Council direction for the Mid-Town Area Plan included designation of an arts district. An official overlay designation was not created; however, a strong arts focus has been applied to the whole plan area. Various policies have been included to confirm priority topics and concepts to be conveyed through art, such as indigenous culture and knowledge, and the cultural ties of many South Lake Tahoe residents.

To facilitate the master and growth plans of the various public serving organizations within this district, ~~the plan allows~~ certain City standards ~~to~~ may be waived by the Director of Development Services for uses where strict application would interfere with the use of specialized equipment, operations, or create an unsafe environment. Public service parcels and project areas over 1/3 acre may also use an alternative coverage system that incentivizes clustering services in high capability lands.

The Mid-Town Area Plan will further realization of the 56-Acres Master Plan site as a world-class park rooted in public service through open spaces, cultural preservation, and environmental stewardship.

Lake Tahoe Community College

Overview

Lake Tahoe Community College (LTCC) is ever-growing to accommodate needs of both students and the greater community. There are many unique considerations in drafting of the permissible uses and design standards for LTCC parcels. Larger colleges regularly house restaurants and convenience stores. These uses should be considered accessory to

the “college” use category when built at an appropriate scale to support student life and events regularly hosted at the college, such as sporting events.

LTCC’s first on-campus housing opened in 2025, though tenancy is limited to California residents as a condition of the funding source. There are additional housing needs for out of state students, exchange students, as well as California-based students who cannot secure housing in the new development. Future on-campus housing options may consider faculty and staff housing, as well as housing for those not associated with the college in order to make funding more accessible.



Special Considerations

LTCC has an extensive facilities master plan that includes improvements to enrich the lives of students and the larger south shore community. Upcoming projects include the Tahoe Basin Public Safety Training Center for fire safety training and demonstrations; a 5 lane, 400-meter, all-weather track; and additional student housing. An alternative comprehensive coverage management system has been created in response to these projects and the growing needs of other public service uses. It is intended to allow more flexibility and encourage thoughtful and sustainable design of larger project areas.

Bijou Recreation District

Overview

Bijou Community Park is a South Lake Tahoe hub where one can participate in several recreation activities or gather with family and friends. While the space is a favorite for many residents, deficient accessibility and parking prevent optimal use of the space.

Design standards provide flexibility in enhancing Bijou Community Park and Golf Course to meet the needs of present and future users. Standards are intentionally broad, as each element of the park should undergo an individual outreach process. Design concepts are shown for the district. These are not proposals, but rather demonstrations of alternative ways the space can be activated to meet greater community needs and desires.

Special Considerations

Accessibility means many things depending on who you ask, all which Bijou Community Park should embrace. Those arriving at the park should have appropriate space to park vehicles, bikes, and other equipment. Park planning should anticipate bus service. Connections between uses within the site are lacking. One should be able to access multiple areas of the park without passing through parking lots.

Park facilities are included in the City's ADA Self-Evaluation and Transition Plan, adopted on March 12, 2024, with plans to update such facilities based on priority. Features should encourage disabled and able-bodied individuals to interact and share the same space, considering not only physical disabilities, but also sensory impairments, processing disorders, and other conditions.

Accessibility also means low or no barriers to entry. Bijou Park provides a large, versatile space which community members can enjoy at no cost.



Special Designations

The Mid-Town region includes the following special zoning designations as defined in the TRPA Regional Plan, Policy LU-4.1.

Town Center Overlay

Town Centers contain most of the Region’s non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities. High capability parcels in centers are able to transfer in coverage beyond the base allowed and can support higher residential densities. The Town Center overlay is shown in Figures 2 and 3.

Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded. Individual Restoration Plans should be developed

for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration. There are several parcels included in the Mid-Town Area Plan that are designated by TRPA as a Stream Restoration Plan Area.

Shorezone Tolerance District 4

The shorezones of Lake Tahoe, Fallen Leaf Lake, and Cascade Lake are encompassed in eight shorezone tolerance districts. Structures in the foreshore and nearshore must be consistent with TRPA Code Chapter 83 to avoid interference with the attainment of scenic thresholds. Additional standards applicable to Shorezone Tolerance District 4 include backshore stabilization and access restrictions.

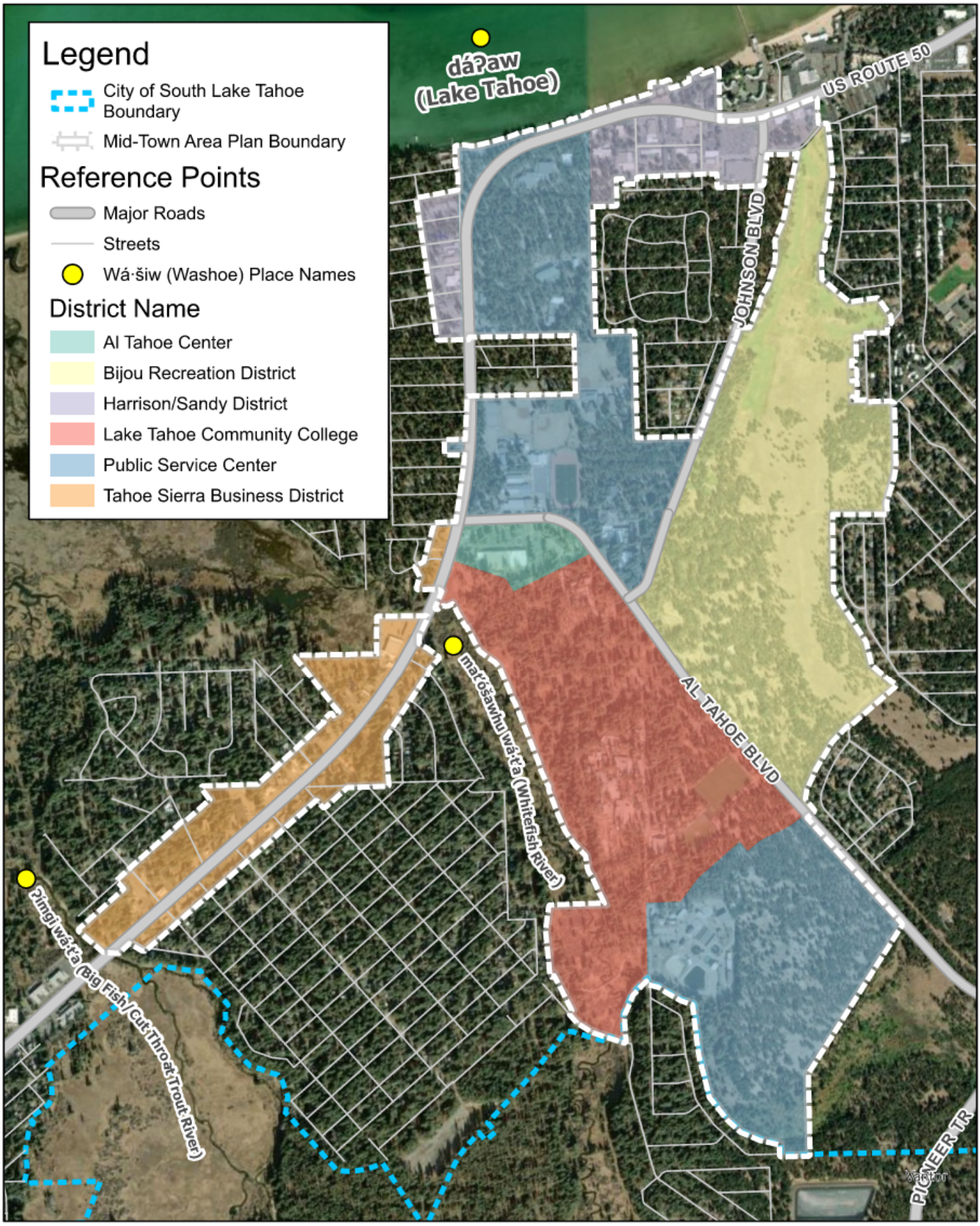


Figure 7: Mid-Town Area Plan Districts

City of South Lake Tahoe Mid-Town Area Plan

Figure 7: Mid-Town Districts

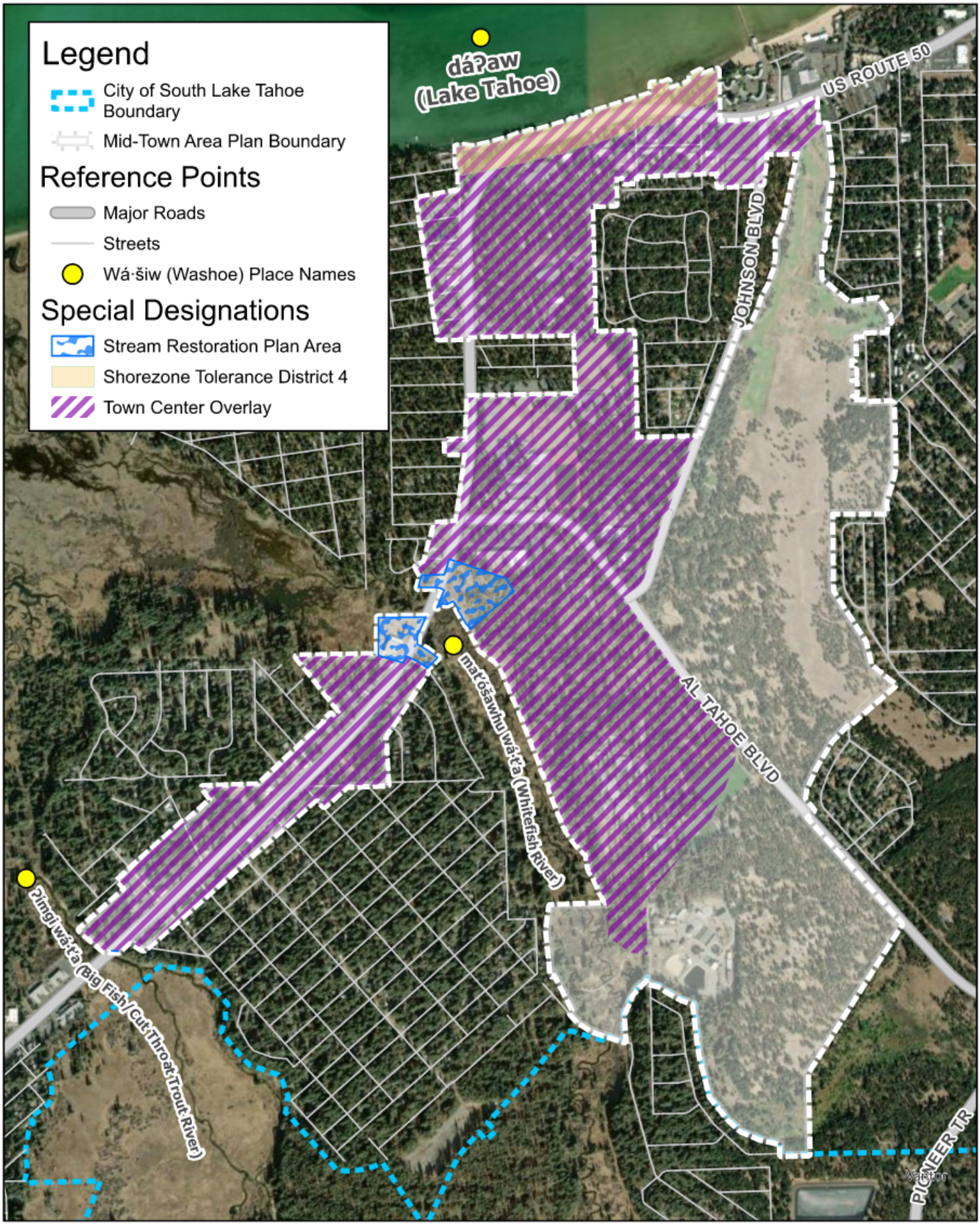


Figure 8: Special Designations

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

Goals and Policies

Land Use and Community Design Goal 1 – Create an environment with ease of access for all modes of transportation that activates streetscapes.

Policy 1.1 Public Parking Investigate methods of maximizing use of existing public parking, consider shared use agreements, to accommodate peak seasons and special events and reduce business reliance on onsite parking.

Policy 1.2 Shared Parking Encourage consolidation of existing parking areas and shared parking agreements.

Policy 1.3 Business Collaboration Encourage business owners to collaboratively improve the experiences of patrons by completing or contributing to areawide curb, gutter, sidewalk, landscaping, street lighting, and drainage improvements.

Policy 1.4 Sustainable Communities Implement the TMPO's Regional Transportation Plan and Sustainable Communities Strategy in Mid-Town by implementing a land use pattern where housing supply, transportation, and work opportunities support GHG emission reduction targets.

Policy 1.5 Corridor Beatification Develop incentives for private property owner participation in beautification of scenic corridors.

Policy 1.6 Off-site Improvements Require frontage improvements or alternative contributions for all major redevelopments or new construction.

Policy 1.7 On-site Improvements Maintain design standards that facilitate safe and intuitive connectivity not only within the site, but also to offsite amenities such as sidewalks, bike paths, bus stops, and neighboring parcels where appropriate.

Land Use and Community Design Goal 2 – Curate a built environment that improves aging infrastructure and addresses vacancies while maintaining a small-town atmosphere.

Policy 2.1 Public Service Collaboration Collaborate with other local agencies to streamline improvements of public services.

Policy 2.2 Accelerate Improvements Ensure safety, accessibility, and sustainability upgrades are diligently implemented.

Policy 2.3 ALUCP Consistency Ensure all uses and buildings are consistent with the Airport Land Use Compatibility Plan (ALUCP).

Policy 2.4 Third Places Facilitate third places, spaces outside of homes and workplaces that serve individual needs and facilitate community building.

Policy 2.5 Redevelopment Pursue Chapter 13 Implementation Strategies that allow the City to play a more active role in infill development and redevelopment.

Land Use and Community Design Goal 3 – Implement design standards that maintain the small-town charm stakeholders overwhelmingly admire about Mid-Town, while creating greater potential for redevelopment and larger building envelopes.

Policy 3.1 Building Placement Shield parking and other undesirable elements from view by placing structures towards the front of parcels.

Policy 3.2 Colors and Materials Structures shall complement the surrounding environment by using textures and colors found in nature.

Policy 3.3 Massing Buildings shall avoid bulky and overbearing designs, especially when adjacent to sensitive land uses such as residential, open space, or recreation, by incorporating articulation and depth through enhancing features such as eaves, balconies, and recesses.

Policy 3.4 Residential Compatibility Structures shall reduce mass when adjacent to sensitive uses by placing additional height at a greater setback.

Policy 3.5 Site Improvements All improvements shall contribute functionally and aesthetically to the site.

Policy 3.6 Screening of Industrial Elements Industrial elements such as HVAC systems, dumpsters, storage areas, and the like shall be screened and blended with other site elements.

Policy 3.7 Shorezone Development Projects within Shorezone Tolerance District 4 shall have additional standards and be reviewed directly by TRPA to maintain scenic thresholds and avoid environmental degradation.

CHAPTER 5 ECONOMIC DEVELOPMENT

The following is a general discussion of economic conditions and development trends within the City of South Lake Tahoe and Mid-Town area.

Existing Conditions

The City of South Lake Tahoe's economy and workforce are primarily dependent on tourism, which fluctuates throughout the year. Many businesses rely on income earned in the summer to carry them through the shoulder season of September, October, and early November. Winter tourism is generally substantial but is dependent on snow sports conditions. Businesses within the Mid-Town plan area receive less overall activity compared to those within the Tourist Core Area Plan and Heavenly Village area; however, year-round patronage of these uses is more consistent as they are more resident oriented.

City of South Lake Tahoe Economic Conditions

In recent years, transient occupancy tax has consistently been the City's largest revenue source, followed by sales tax. This has remained true even through the unique circumstances of the Covid-19 pandemic, though the growth of these streams did slow in the 2023-2024 fiscal year. Transient occupancy tax and sales tax revenue grew by 0.4% and 0.9% respectively, compared to a growth of 5.7% and 33.9% the previous year. The significant growth in sales tax revenue can be attributed to the implementation of Measure S rather than increased spending or tourism (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Charges for services are generally the third largest revenue stream. Prior to the implementation of Measure S, it was not uncommon for this category to be the City's second largest revenue stream. This category includes parks and recreation program fees and engineering, planning, and building review and permit fees (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Unemployment

In recent years, unemployment rates within the City have dropped below those of the State of California, though remain higher than the national average. Annual unemployment rates are an average of the 12 fiscal months (California Employment Development Department, 2025).

Unemployment trends throughout the year are inverse to peak and shoulder season tourist trends, with unemployment rates slightly higher in the summer and winter months and lowest around May and September. While many jobs become available in the summer and winter months, they are not always filled by permanent residents.

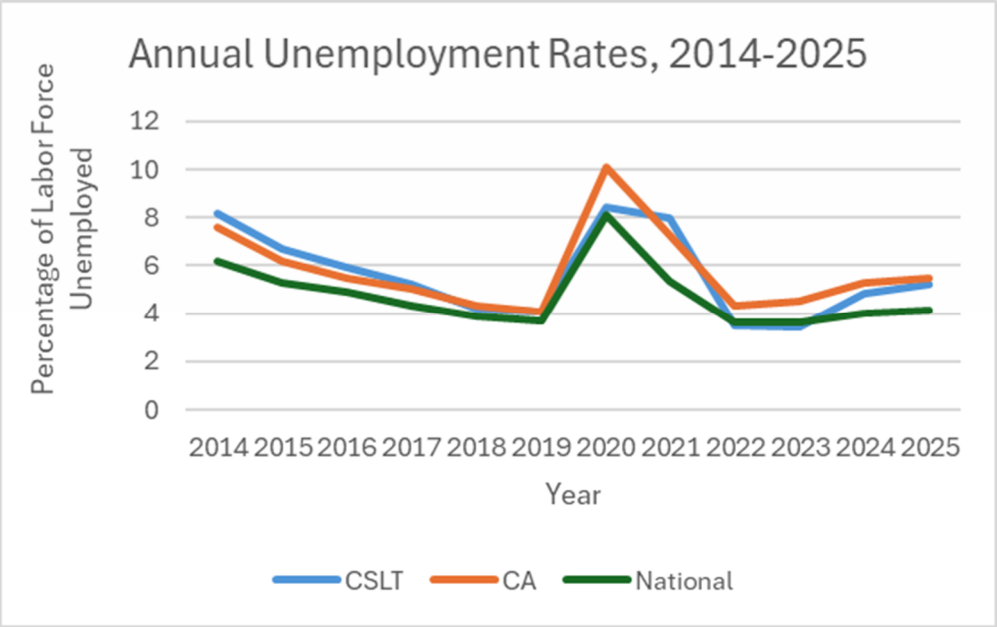


Figure 9: Annual Unemployment Rates

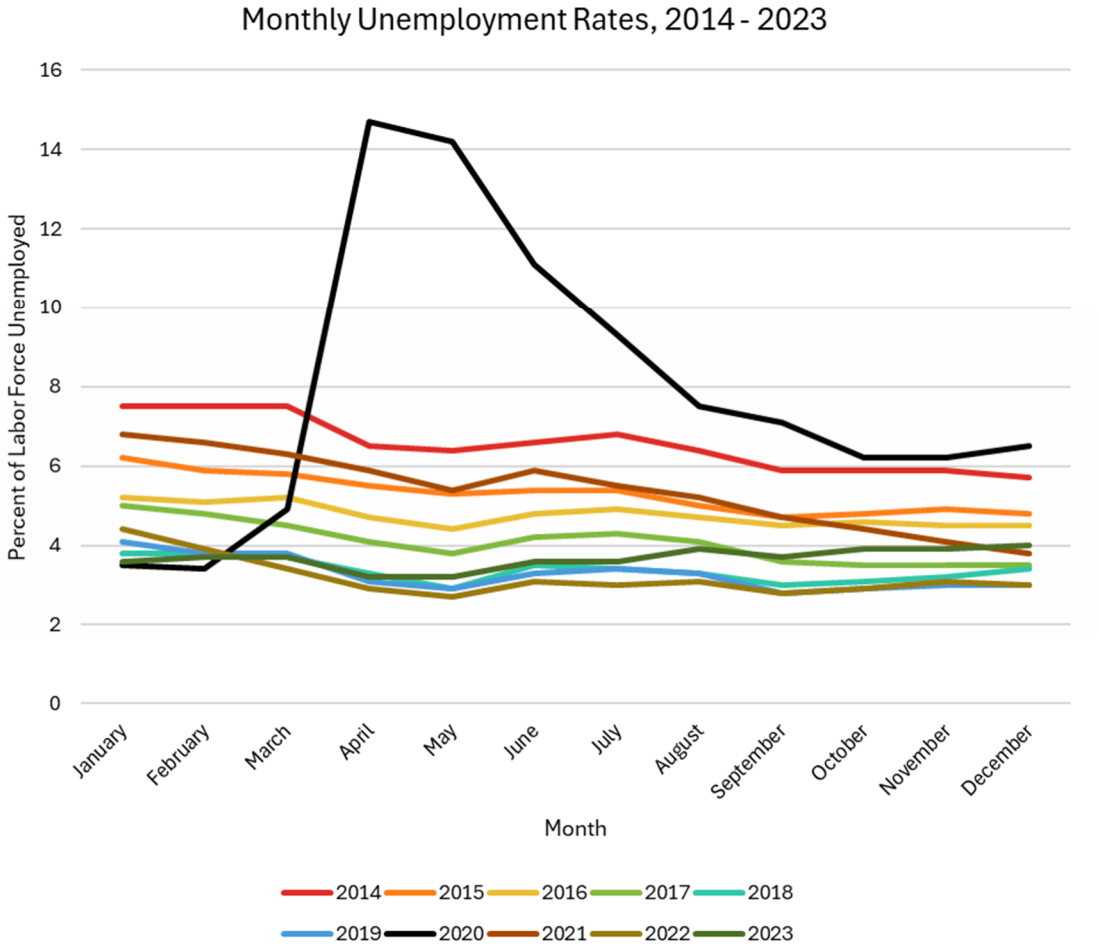


Figure 10: Monthly Unemployment Rates

Commercial Development

This Area Plan is driven by the need to capture the City's remaining commercial zones that were not previously included in an area or community plan. For this reason, most parcels contain commercial or public service uses. The shape of the plan boundary is telling of the City's original development patterns. Commercial uses are concentrated along Lake Tahoe Blvd.

As directed by the City's 2023-2028 Strategic Plan (Action Item 4.1.1), a summary of vacant/underutilized properties was created from which a priority list could be made to work with property owners on redevelopment opportunities. Using the categories below, 40 sites were identified during the winter of 2023, 17 of which are in the Mid-Town plan area. Priority locations within the plan area include the Sunray Hotel at 4139 Lake Tahoe Blvd. (demolished summer 2025) and vacant spaces within the Tahoe Center at Lake Tahoe Blvd. and Al Tahoe Blvd. Many of these 40 sites are now being utilized, though it is an ongoing effort to reduce the number of vacant commercial spaces, support growth of existing businesses, and identify a second economy to provide quality year-round jobs and consistent income.

Vacant	A property containing a building or structure that has been vacant for 120 days or more; or a property containing a building in a condition that cannot be legally reoccupied without repair or rehabilitation; or a property that contains an "abandoned building" (SLTCC 4.65.020).
Underused	A property with multiple tenant spaces where one or more spaces has been vacant for 120 days or more.
Vacant pending application	A property meeting the criteria as "Vacant" with a pending or issued planning or building application to reoccupy the building or structure.
Recently Unoccupied	A property that would meet the criteria for "Vacant" or "Underused" except that status has been for less than 120 days.

Goals and Policies

Economic Development Goal 1 – Support the establishment, growth, and longevity of local business.

Policy 1.1 Commercial Design Encourage commercial spaces that are smaller, affordable, and flexible, and meet the needs of intended tenants such as local entrepreneurs and startup businesses.

Policy 1.2 Commercial Visibility In designating bike routes and designing right-of-way infrastructure, consider placemaking improvements that increase connectivity to and visibility of commercial uses and storefronts.

Policy 1.3 Makerspaces Facilitate the success of local artists and artisans through zoning that allows for growth through makerspaces and demonstration areas.

Policy 1.4 Economic Activation Encourage and facilitate responsibly managed public and private special events that bring residents and visitors to commercial centers and increase interaction with local businesses.

Policy 1.5 Flexible Uses Allow for a wide range of permissible uses to respond to changing market conditions and evolving business models, requiring Special Use Permits where appropriate to prevent operational conflicts or sensory annoyances.

Policy 1.6 Brick-and-Mortar Presence Encourage pathways for home occupations and emerging businesses to transition into permanent commercial spaces.

Economic Development Goal 2 – Enhance existing commercial hubs by offering redevelopment incentives to create a strong community center.

Policy 2.1 Development Right Incentives Provide commercial floor area and coverage incentives for mixed-use developments in the Town Center that incorporate new residential units or for the redevelopment of blighted or distressed properties.

Policy 2.2 Redevelopment Incentives Pursue cost/benefit analyses for implementation strategies as identified in Chapter 13, developing programs to incentivize redevelopment that is consistent with City policies and priorities.

Policy 2.3 Open Ears Respond to feedback from the business community regarding areas of concern, developing guidance frameworks and assistance programs where appropriate and feasible.

CHAPTER 6 DEMOGRAPHICS AND HOUSING

This section is supplemental to the Housing Element of the City of South Lake Tahoe General Plan and to the TRPA Regional Plan. While there is an especially high need for affordable housing beyond the units identified by the Regional Housing Needs Allocation (RHNA), the City supports development of all housing types. In recent years the City has exceeded the RHNA for affordable units, while moderate and above moderate units are built at a slower rate. The Mid-Town Area Plan is meant to increase opportunities and incentives for mixed-use developments, allow additional pathways to development of live/work establishments, and increase housing in Town Centers where there are adjacent amenities.

Existing Conditions

Citywide Conditions

Since 2020 the City has experienced a decline in population as those seeking more space during the COVID-19 pandemic leave the area. The population has continued to decline from pre-2020 levels, though at a lesser rate, and is expected to continue. Since 2010 there has been a steady increase in the number of senior residents, and more recently an increase in non-white minorities, both of which are federally protected classes. The number of working age persons (20 to 65 years old) has decreased (Matthews, Fuentes, Smith, & Wildemuth, 2024).

Despite the decrease in population, housing availability has not increased. Many homes purchased during the COVID-19 pandemic spend much of the year vacant. From 2020 to 2023, housing supply shifted slightly from renter-occupied units to owner-occupied units. Overall, both renters and homeowners are spending more than 30% of their income on housing costs. It is suspected that housing cost burden is the primary cause of the City's declining population (Matthews, Fuentes, Smith, & Wildemuth, 2025).

Plan Area Conditions

While the plan area is largely surrounded by residential uses, there are minimal residential developments within the boundary. Much of the plan area fronts Lake Tahoe Blvd. which produces transportation related noise and air pollution.

As of 2025, there are ten (10) parcels within primary residential uses (not including air space parcels), multifamily, single family, and mobile home units. A limited number of commercial uses contain a single dwelling unit. In 2025, Lake Tahoe Community College's first on-campus student housing opened. It provides 100 beds to low-income, full-time students who are California residents.

Several hotel/motel establishments within the plan area participate in the City's Single Room Occupancy (SRO) program, providing month to month housing in some or all units. These units are primarily tourist accommodation uses and participate intermittently in the SRO program.

Goals and Policies

Housing Goal 1 – Promote development of high-quality housing options for residents of all income levels.

Policy 1.1 Housing Options Facilitate flexible housing options using the Regional Housing Needs Assessment to track development trends.

Policy 1.2 Understanding of Needs Continue efforts to track housing needs, such as the Affordable Housing Waitlist and the Point-in-Time Count, maintaining an understanding that demand for all housing types likely exceeds the Regional Housing Needs Allocation.

Policy 1.3 Development Right Incentives Continue to offer incentives in the form of Residential Units of Use at no cost for preferred housing developments.

Policy 1.4 Coverage Incentives Continue to offer incentives in the form of coverage at no cost for preferred developments.

Policy 1.5 Town Center Incentives Maintain Town Center incentives (height, density, coverage, and development right transfer incentives) for newly added Town Center parcels.

Policy 1.6 Housing Advocacy In accordance with Program 2-8 of the City of South Lake Tahoe 2022-2027 Housing Element, continue to advocate for changes to Tahoe Regional Planning Agency regulations to reduce restrictions on affordable, workforce, and mixed-use housing developments.

Policy 1.7 Special Needs Housing Implement zoning that furthers Goal HE-4 of the 2022-2027 Housing Element, "To provide a range of housing services for households with special needs within South Lake Tahoe."

Policy 1.8 Student Housing Coordinate the reservation of 21 Bonus Units by the Tahoe Regional Planning Agency to be transferred to Lake Tahoe Community College in accordance with permit ERSP2022-1992 and accept the 21 multi-family residential units of use originally provided by the City back into City pools for additional housing projects.

Policy 1.9 Density Flexibility Anticipate and advocate for changes to Tahoe Regional Planning Agency Code of Ordinances that would allow additional density for market rate units.

Policy 1.10 Housing Preservation Require replacement housing units subject to California Government Code Section 65915(c)(3) on sites identified in the sites inventory conducted alongside the Housing Element, consistent with Housing Element Program 3-6, Replacement of Lost Units from Residential Demolitions.

Housing Goal 2 – Encourage mixed-use developments with vertical or horizontal residential components.

Policy 2.1 Housing in Town Centers Create residential units in conjunction with new construction and redevelopment projects to increase pedestrian activity near transit stops and amenities.

Policy 2.2 ADUs for Commercial Uses Support residential units as accessory to commercial uses for long-term tenants.

Policy 2.3 Housing by Employers and Public Institutions To reduce barriers to employee housing and further compliance with the California Employee Housing Act, allow residential units to be built through ministerial approval in commercial zones and on public service properties.

Policy 2.4 Compatible Uses As there is more intermixing of residential and commercial uses and properties, permit conditions should increasingly consider quality of life.

Policy 2.5 Thoughtful Design Mixed-use projects shall be designed with layouts that shield, protect, or otherwise buffer residential uses from sources of pollution, such as locating residential units on upper floors or further from major travel routes than the commercial element of the project.

Housing Goal 3 – Maintain development and design standards that facilitate the development of "missing middle" housing.

Policy 3.1 Affordable by Design Allow greater residential densities that encourage affordable by design units.

Policy 3.2 Funding Eligibility Allow greater residential densities where large developments are appropriate and feasible so that projects can be competitive in receiving funding.

Policy 3.3 Mixed Income Density Bonus Allow additional density when the additional units are income restricted.

Policy 3.4 Maximize Building Envelope Potential Provide parking reductions, additional coverage opportunities, and increased height to allow more units to be built.

Policy 3.5 Facilitate Additional Coverage Consider building additional treatment capacity into area wide stormwater treatments to facilitate private developments.

CHAPTER 7 TRANSPORTATION AND CIRCULATION

Transportation and circulation are vital components to providing efficient transit and quality of life. They play critical roles in how people and goods move through spaces, shaping the livability, accessibility, and environmental impact of uses within the City of South Lake Tahoe. This section describes ongoing efforts by the City of South Lake Tahoe and partner agencies to ensure safe navigation of Mid-Town, with an emphasis on active transportation.

Existing Conditions

Roadways

Lake Tahoe Blvd. (US Highway 50) spans the length of South Lake Tahoe, approximately 2.35 miles of which is within the Mid-Town plan area. This interstate highway also serves as the City's main arterial road. It has two travel lanes in each direction as well as a center turning lane that serves as temporary snow storage during heavy snowstorm events. Secondary streets include Al Tahoe Blvd, Johnson Blvd, Lyons Ave, and Rufus Allen Blvd.

Highway 50 Road Safety Audit (RSA)

In early 2018, the *US Highway 50 Road Safety Audit (RSA), South Tahoe "Y" to Trout Creek* final report was released by the California Department of Transportation (Caltrans), which summarized safety conditions and recommendations for the referenced stretch of US Highway 50, approximately half of which is within the plan area. It was identified as a high-risk roadway for vulnerable users such as pedestrians and bicyclists (California Department of Transportation, 2018). The high-speed limit along US Highway 50 is incompatible with the roadway's use as a main street throughout town with high pedestrian and bike traffic. Recommendations addressed safety data, intersection design, lighting, transit stops, pavement marking durability, speed management, and snow removal activities. Many of these recommendations are echoed in the goals and policies of this Area Plan.

In 2023, Caltrans conducted an additional RSA along US Highway 50 and State Route 89 in response to community concerns related to raising the speed limit along specific segments of the roadways. The roadways were analyzed in three segments to identify safety and mobility deficiencies and generated a list of improvements specific to each segment. Segment 2 as part of this RSA consists of the Tahoe Sierra Business District. Several corridor-wide improvements were outlined, including short-, medium- and long-term improvement projects, some of which are currently underway. These improvements are focused on increasing safety and connectivity along and across US Highway 50 for pedestrians and bicyclists and built upon the recommendations of the 2018 RSA.

US 50 Safety Project

In September 2021 the City entered a Cooperative Agreement with Caltrans to design and construct safety upgrades along US 50 from Junction 89 to Pioneer Trail. The safety upgrades include improving roadway lighting, installing green bike lane treatment, and enhancing crosswalks' visibility, including new pedestrian signals at mid-block crossings. Such crossings formalize existing patterns of travel and are a step towards eliminating auto-related fatalities and injuries. Caltrans is the lead agency.

South Lake Tahoe Multimodal Mainstreet Corridor Plan

The City was awarded Caltrans' Sustainable Transportation Planning grant in 2024 to develop the Multimodal Mainstreet Corridor Plan. The project will identify, analyze, and propose enhancements to US Highway 50 and State Route 89 to improve safety and access for walking and bicycling, facilitate modal shifts away from vehicles through a more efficient transit system, and provide solutions that improve the quality of life for community members and regional visitors alike. The eventual implementation of the design concepts identified in the study will align with state, regional, and local efforts to reduce vehicle miles traveled, address climate change goals, and create connections between South Lake Tahoe and its neighboring communities.

Level of Service/Vehicles Miles Traveled

TRPA's Regional Plan Goals and Policies and Regional Transportation Plan include a vehicle "level of service (LOS) criterion to aid local agencies in determining more localized impacts. The City's General Plan also has standards for vehicle LOS. LOS is a qualitative measure that describes the operating performance of transportation facilities. For roadways, LOS is an indicator of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. It is defined on a scale from LOS A (the least congested operating conditions) to LOS F (the most congested operating conditions).

The TRPA Regional Plan and City General Plan intend that peak period traffic flows not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways. (Tahoe Regional Planning Agency, 2012) (City of South Lake Tahoe, 2011).

While several roadways currently operate at LOS D or E, the key intersections connecting those facilities generally operate at LOS C or better. This is because many of those intersections have been designed with additional travel lanes, channelized "free" right-turn movements, and other capacity enhancements to operations for this segment. While these turning movements facilitate vehicle traffic, they can create hazardous situations, specifically where bicycles are traveling through intersections.

In 2020, California Senate Bill 743 required that local jurisdictions switch from LOS to vehicle miles traveled (VMT) for analyzing transportation impacts of projects subject to the California

Environmental Quality Act (CEQA). The City operates under TRPA's existing project level VMT thresholds that apply to all projects, regardless of CEQA requirements. A mobility mitigation fee is either required for all new VMT through a fee per vehicle miles traveled or the project design and programming of the space must mitigate the impact with supporting multimodal transportation and bicycle infrastructure. Projects that generate over set VMT limits per TRPA Code Sections 65.2.3(E) require mitigation measures to bring them to a less than significant level. Each project is analyzed individually for VMT based on its location and intensity of the use.

Curbs and Gutters

Curbs and gutters are important for safety, water quality, and aesthetics. They provide a physical barrier between roadways and pedestrian sidewalks, guiding vehicles and preventing encroachment in pedestrian spaces. Curbs and gutters play a vital role in stormwater management by collecting and conveying sediment from highly polluted surfaces to treatments.

Few streets within the plan area have complete curb and gutter improvements. Many businesses have parking along the parcel's street frontage rather than in a traditional parking lot at the rear or side of the parcel as directed by design standards. This creates a situation where it is infeasible to impossible to add right-of-way improvements without significant collaboration with private property owners.

In areas such as the Tahoe Sierra Business District where commercial uses front Lake Tahoe Boulevard, which is improved with curbs and gutters, frequent curb cuts affect all users' experiences. The Area Plan implements standards to reduce and strategically place driveways to enhance safety. (2025 Tahoe Regional Transportation Plan, Policy 1.9)

The lengths of Lake Tahoe Blvd, Al Tahoe Blvd, and Johnson Blvd. through the plan area have been updated with curbs and gutters, though sections of Johnson Blvd. experience seasonal flooding. The south side of Lyons Ave, the north side of Fairway Dr, and portions of Rufus Allen Blvd, Fremont Ave, Treehaven Dr; and Takela Dr. have curbs and gutters.

In 2014, the City completed the Harrison Avenue Streetscape Improvement project. It installed curb, gutter, and stormwater infrastructure along Harrison Ave. from Lakeview Ave. to Modesto Ave., as well as three blocks into the Al Tahoe neighborhood from Alameda Ave. to Modesto Ave. This project is a notable area-wide treatment project in that it brought together private property owners and the City to achieve a lake clarifying project, earn property owners their best management practices for stormwater treatment certificates, and installed a Class I bike trail in the Harrison Ave. vicinity, drastically increasing the quality of the scenic corridor.

Parking Facilities

The plan area contains three (3) public parking lots. There are 36 parking stalls at 977 Modesto Ave. Two parking lots serve Lakeview Commons and El Dorado Beach. One is open to all, while the other is reserved for boat trailers per a condition of the funding source used to construct the boat ramp. The City installed free street parking without time limits along Harrison Ave, San Jose Ave, Alameda Ave, San Francisco Ave, and Tallac Ave. as part of the Harrison Avenue Streetscape Improvement project resulting in approximately 80 spaces.

All new construction and redevelopment projects are required to provide onsite parking for patrons and staff consistent with the Area Plan standards. In many cases, existing uses do not contain the required number of parking spaces. For a new use to occupy an existing tenant space, parking spaces consistent with the Area Plan standards must be present or added.

Transit Services

There are fixed route and on-demand transportation services within Mid-Town. Tahoe Transportation District (TTD) has two (2) routes through the area: Route 50 on US 50 with 30-minute headways and hourly service provided by route 50 via local streets. Though there is no fee, the buses are rarely full with the exception of early and evening commuter-timed routes. TTD maintains the bus stops, though they are generally located on easements owned by the City with City-owned infrastructure.

On-demand services include the South Shore Transportation Management Association's (SSTMA) contracted Lake Link, numerous independent taxi operations, and private shuttles serving large condo and tourist accommodation properties. There are ongoing conversations regarding better integration of bus routes and Lake Link.

In October 2024 the City of South Lake Tahoe and El Dorado County formed the Tahoe South Shore Transit Joint Powers Authority (JPA). The JPA is comprised of three Board of Directors members, and one non-voting ex officio member from each of the current transit operators within the Tahoe portion of El Dorado County (TTD and SSTMA). The JPA provides the City and County an opportunity to play a greater role in developing and implementing transit solutions, while continuing to support existing services and regional goals.

Pedestrian and Bicycle Facilities

Pedestrian and bike facilities are classified by Caltrans per the specifications below. The City has not yet implemented Class 4 trails as snow removal operations would be made difficult by the typical class 4 configuration. Planning for Class 4 bikeways will require Streets Division coordination to ensure snow removal operations won't be negatively impacted along such routes. Figure 12 shows current and proposed pedestrian facilities. Even where class I paths which serve pedestrians and cyclists are provided, it is common for pedestrians and bicyclists to use other routes to shorten travel time. This is especially prevalent through the Tahoe Sierra Business District and along Harrison Ave.

Class I	Provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
Class II	Provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
Class III	Provide a right-of-way, on-street, or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.
Class 4	Promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular

> traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Bicycle and pedestrian facilities in South Lake Tahoe are frequently used by both locals and tourists, especially near commercial and recreation areas. Providing separated facilities, often with class II adjacent, improves safety for all users, preventing conflicts or collisions and improving user comfort. The table below shows the range of speeds for various user types.

Use	Average Speed
Walking (Child)	0.7 mph
Walking (Adult)	3 mph
Jogging	4–6 mph
Quadricycle (often seen at Lakeview Commons)	6–10 mph
Biking (Leisurely)	8–10 mph
Biking (Commuter)	10–12 mph
Electric Scooter	20 mph
E-bike	20–28 mph
Vehicles on Highway 50	40 mph

The 2024 TRPA Active Transportation Plan (ATP) includes Bicycle Levels of Traffic Stress (BLTS) and the Pedestrian Experience Index (PEI) analyses. These quantify users' stress levels throughout the network, considering the overall network as well as infrastructure unique to bicycles and pedestrians (Tahoe Regional Planning Agency, 2025). The ATP includes proposed projects using these criteria. Over time, these analyses will inform plan updates by TRPA and local jurisdictions, allowing an understanding of the effectiveness of various transportation improvements.

Completed Transportation Improvements

Project Name	Project Description	Lead	Status
Lakeview Commons Phase 2 - El Dorado Beach Improvements	This project consisted of reconfiguring lake access, enhancing pedestrian and bicycle paths, and improving recreation amenities.	CSLT	Complete (2013)
Harrison Avenue Streetscape Improvement & Bike Trail	The Harrison Avenue Streetscape Improvement Project was identified in the Bijou/Al Tahoe Community Plan (1995) to address deteriorating infrastructure, parking needs, and water quality improvements and create a more pedestrian friendly environment. It was a public-private partnership that allowed property owners along Harrison Avenue to acquire their TRPA BMP certificates by	CSLT	Complete (2014)

	contributing to an areawide stormwater collection system.		
U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Boulevard	This Caltrans led project prioritized drainage and stormwater treatment, while providing widened bike lanes, ADA compliant sidewalks, new traffic signals, pedestrian lighting, and new landscaping.	Caltrans	Complete (2014)
Al Tahoe Safety and Mobility Enhancement Project	This project provided 1.4 miles of transportation improvements, consisting of a Class I multi-use path and Class II bike lanes along Al Tahoe Blvd., from Highway 50/Lake Tahoe Blvd. to Johnson Blvd. Lighting was also installed along the multi-use path. These paths are within 1/4 mile of South Tahoe Middle School and adjacent to the Tahoe Center shopping complex.	CSLT	Complete (2021)

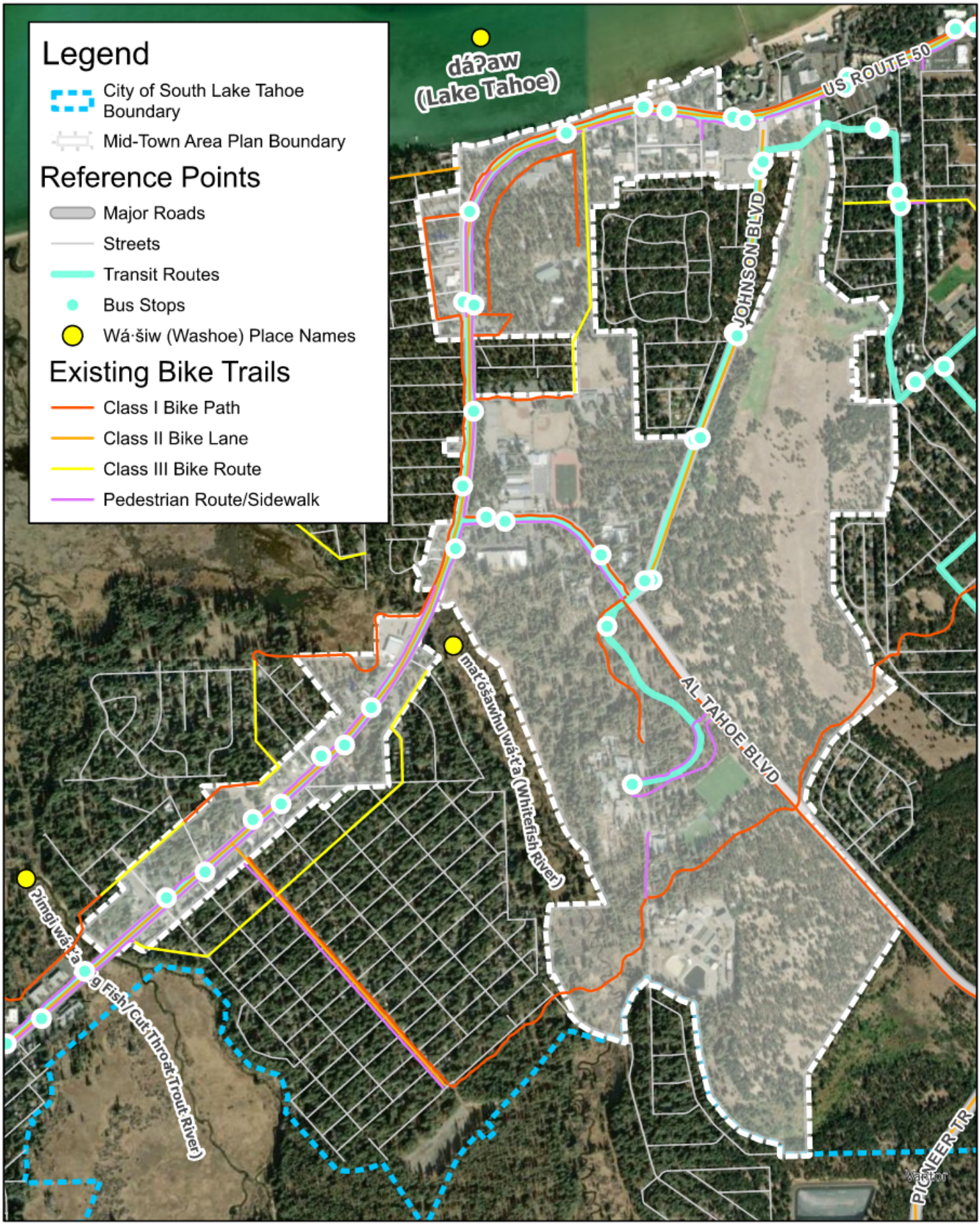


Figure 11: Existing Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

Goals and Policies

Transportation Goal 1 – Enhance the bike network to create an interconnected system with safe and efficient paths to high priority locations, integrating private property improvements.

Policy 1.01 Active Transportation Diligently pursue identified active transportation projects, considering proper prioritization of newly identified improvements.

Policy 1.02 Priority Connections Continue to address gaps in the active transportation network, identifying where it is most appropriate to prioritize bike and pedestrian travel over auto travel.

Policy 1.03 Youth Safety In development of all paths, consider immediate and future opportunities to connect to or prioritize locations frequented by students and youth, using the Lake Tahoe Unified School District's *Safe Routes to School Master Plan* as guidance.

Policy 1.04 Wayfinding and Reliability Install wayfinding signage throughout the area to direct cyclists and pedestrians to key locations and services.

Policy 1.05 User Conflict Avoidance Explore opportunities to designate separate pedestrian and bike/scooter lanes or other mitigation measures through high traffic areas to reduce user conflicts, maintaining consistency with state guidance on bike facilities.

Policy 1.06 Easement Acquisition City staff shall work with property owners during entitlement processes to identify and acquire easements for network improvements and maintenance.

Policy 1.07 Bijou Park Connectivity Increase connectivity both to and within Bijou Community Park, with consideration to a fixed transit stop within the park.

Policy 1.08 Off-site Improvements (Land Use and Community Design Policy 1.6) Require frontage improvements or alternative contributions for all major redevelopments or new construction.

Policy 1.09 On-Site Improvements (Land Use and Community Design Policy 1.7) Maintain design standards that facilitate safe and intuitive connectivity not only within the site, but also to offsite amenities such as sidewalks, bike paths, bus stops, and neighboring parcels where appropriate.

Policy 1.10 Bike Parking and Storage Ensure visitors, patrons, and residents have secure locations to store bicycles for short and long periods of time.

Transportation Goal 2 – Provide and maintain safe roadways for efficient circulation of Mid-Town and surrounding areas.

Policy 2.1 Level of Service Strive to maintain a LOS consistent with criteria for the region's highway system and signalized intersections during peak periods.

Policy 2.2 Vehicle Miles Travelled Review all changes in use and new uses for vehicle miles traveled, requiring mitigation when projects exceed standards of significance.

Policy 2.3 Emergency Access Ensure all project sites can be accessed by emergency services, utilizing existing access points.

Policy 2.4 Emergency Response (Goal S 1, Policy 1.2) Advocate for the installation of emergency signals and clear zones on Lake Tahoe Boulevard at Fire Station #2.

Policy 2.5 Corridor Analysis Continue efforts to analyze, identify, and propose safety and circulation enhancements for US Highway 50/Lake Tahoe Boulevard.

Policy 2.6 Curb Cuts Minimize curb cuts and strategically place driveways away from the curb radius on corner lots.

Policy 2.7 Street Treatments Consider key areas where private/public partnerships can accomplish largescale pedestrian, shared parking, and circulation improvements.

Transportation Goal 3 – Identify best design practices that allow for safe year-round bicycle navigation and longevity of improvements.

Policy 3.1 Path of Least Resistance To the extent feasible, bike paths should avoid sharp turns and follow efficient routes to key destinations.

Policy 3.2 Longevity of Improvements Continue to explore the feasibility of recessed pavement markings and other longevity strategies.

Policy 3.3 Weight Capacity In constructing bike paths account for the use of heavy-duty equipment such as snow removal activities and increasing e-bike traffic.

Policy 3.4 Lines of Sight Maintain safe travel ways for all modes by ensuring landscaping or other improvements do not block sight lines for drivers, pedestrians, or bicyclists, implementing lighting and beacons as needed to increase the visibility of pedestrians and bicyclists.

Policy 3.5 Vision Zero Countermeasure Tool Box Where feasible, implement countermeasures as included in the City's Vision Zero Action Plan Countermeasure Tool Box.

Transportation Goal 4 – Allow for reasonable flexibility in parking standards to accommodate better bicycle and pedestrian access, unique uses, and seasonal demand.

Policy 4.1 Parking Ratios Allow automatic and contribution-based options for parking ratio adjustments, encouraging developments to collaborate in fostering walkable town centers.

Policy 4.2 Parking Guidance Pilot As a pilot program, provide parking guidelines rather than standards for uses with seasonal or variable capacity.

Policy 4.3 Parking Signage Ensure public parking lots have sufficient signage to alleviate parking conflicts at high activity times.

Policy 4.4 Parking Coordination Participate in regionwide parking availability application development and deployment.

Transportation Goal 5 – Increase and maintain coordination with other providers to efficiently implement new transportation infrastructure, programs, and services.

Policy 5.1 JPA Play an increasingly active role in local transit through the South Tahoe Transit Joint Powers Authority Agreement with El Dorado County, the South Shore TMA, and the Tahoe Transit District.

Policy 5.2 Order of Operations Coordinate with STPUD and other public service agencies when completing right-of-way improvements for a dig-once, bottom-up approach.

Policy 5.3 Micromobility Management Pursue contractual obligations with micromobility operators and ordinance amendments regarding micromobility to better manage community safety concerns and minimize conflicts involving scooters.

Policy 5.4 Open Space and Connectivity Protect undisturbed sensitive lands within Town Centers by establishing open space or park corridor connections to areas outside Centers.

Implementation

The proposed improvements are not listed in order of priority. Use the number label to identify the improvement in Figure 12. While some items have been identified as a community priority, projects are added to the Capital Improvement Project (CIP) list based primarily on feasibility and availability of applicable funding.

Figure 12 Label	Project Name	Project Nature	Project Description	Lead	Status
1	Oakland Ave to Lakeview	New connection	Establish a Class III bike route along Oakland Ave, connecting the proposed Oakland Ave. Bridge with Lakeview Ave.	CSLT	Pending funding, newly identified
2	Modesto Ave to Oakland Ave Connector	New connection	Connect Oakland Ave to the existing Class I on Modesto with a Class II bike lane or Class III bike route, or explore other improvements to facilitate pedestrian access from El Dorado Ave towards Lake Tahoe Blvd.	CSLT	Pending funding, newly identified
3	US 50 and Lakeview Ave.	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan and Countermeasure Toolbox. Consider changes that enhance safety and emphasize bike and pedestrian access through the 56-Acres Master Plan site.	CSLT, Caltrans	Pending funding, newly identified
4	US 50 and Rufus Allen Blvd.	Intersection/ roadway improvement		CSLT, Caltrans	Pending funding, newly identified
5	Middle School Safe Routes to School - Rufus Allen Connector	Upgrade/ reroute	The LTUSD Safe Routes to School Master Plan identified the need for improved connections through existing pathways to access Rufus Allen as a part of the Middle School Connectivity Plan. This may consist of narrowing travel lanes and connecting gaps in the existing Class I.	CSLT	Pending funding
6	Treehaven Connector	New connection	Provide a direct connection between Rufus Allen Blvd. and Johnson Blvd. along Mono Ln and Treehaven Dr. Explore a Class III bike lane along roadways, with a Class I connection should an easement be obtained.	CSLT	Pending funding, newly identified
7	Johnson Boulevard Bicycle and Pedestrian	Upgrade/ reroute	This project will enhance pedestrian safety for the entire length of Johnson Blvd. The roadway width will be reduced to accommodate a Class I bicycle trail, sidewalk, ADA improvements, lighting, and maintaining a Class II bicycle lane along the length of Johnson Blvd. Minor drainage improvements will be installed as well.	CSLT	Partially funded

	Improvements				
8	Lyons Ave Connector to Marlette Circle	New connection	This Class I path would provide a direct route from South Tahoe Middle School and the Boys & Girls Club to the Bijou neighborhood.	CSLT	Pending funding
9	Bijou Meadow Connector	New connection	The need for this connection was identified in the LTUSD Safe Routes to School Master Plan, as a part of the Middle School Connectivity Plan. The Class I project will include enhanced pedestrian crossing at Johnson Blvd.	CSLT	Pending funding
10	US 50 and Al Tahoe Blvd.	Intersection/ roadway improvement	Monitor efficacy of existing improvements at US 50 and Al Tahoe Blvd. and consider modifications as identified. Recommendations are outlined in the Lake Tahoe Unified School District Safe Routes to Schools plan.	CSLT	Pending funding
11	Riverwalk Concept	New connection	Incorporate a "riverwalk" pedestrian experience along the northern edge of the Trout Creek Stream Environment Zone. Tie into existing dirt trails on Postal Service, Forest Service, and Community College properties.	CSLT, LTCC	Pending funding, newly identified, explore partnership
12	Bijou Park Multi-use Connector Path	New connection	Construct the proposed Bijou Park Multi-use Connector Path along the north side of Al Tahoe Blvd. between the intersection with Johnson Blvd. and the Greenway.	CSLT	Completed June 2026
13	Bijou and LTCC Link	Intersection/ roadway improvement	Pedestrian-activated Rectangular Rapid Flashing Beacon crosswalk on Al Tahoe at the main entrance of Bijou Community Park and Lake Tahoe Community College.	CSLT	Completed June 2026
14	Oakland Ave Bridge	New connection	Connect the southern end of Oakland Ave to facilities along US 50 via a Class I bridge crossing Trout Creek Meadow.	CSLT	Pending funding
15	Link Road Connection	Upgrade/ reroute	Complete parcel swap with CTC, designating parcels along Trout Creek as conservation/recreation, and reroute the existing Class I path to provide more direct pedestrian and bike access to commercial properties in the Tahoe Sierra Business District.	CTC	Pending funding
16	US 50 and Carson Ave	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan (VZAP) and Countermeasure Toolbox.	CSLT, Caltrans	Pending funding, newly identified

17	Carson Crossing Gap	New connection	Provide a connection between US 50 and the existing Class III on William Avenue via a Class II connection along Carson Ave. Option to extend this along Rubicon Trail north of US 50.	CSLT	Pending funding, newly identified
18	Palmira Avenue to South Tahoe Bikeway	New connection	This project proposes .134 miles of Class I Mixed-Use Recreational Trail to connect the Sierra Blvd. Class I bike trail south of Highway 50 to the South Tahoe Bikeway that runs north of Highway 50 near Silver Dollar Avenue.	CSLT	Pending funding and easement acquisition
19					
20	Palmira Bike Boulevard	New connection	Prioritize bicycle travel through bike boulevard features along Palmira Avenue. Consider a similar treatment for areas north of US 50 (Silver Dollar, Ponderosa, etc.) including safety enhancements at the Silver Dollar and Ponderosa intersection.	CSLT	Pending funding, newly identified
21					
22	US 50 and Lodi Ave	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan (VZAP) and Countermeasure Tool Box.	CSLT, Caltrans	Pending funding, newly identified
23	Lodi Crossing Gap	New connection	Provide a Class II connection along Lodi Ave bridging infrastructure north and south of US 50.	CSLT	Pending funding, newly identified
24	Emergency Services/ School Zone	Intersection/ roadway improvement	Explore clear zones and/or speed reductions where emergency vehicles are entering/exiting the roadway. This is directly across from the South Tahoe Middle School which may also be considered for school zone designation.	CSLT, Caltrans	Pending funding, newly identified
25	Glenwood Way Path	New connection	Provide Class II or III delineation for bike traffic long Glenwood Way.	CSLT	Pending funding
NA	Bicycle Amenities and Wayfinding Signage	Other	Existing wayfinding signage will be upgraded with Quick Response (QR) Codes to link the user directly to the interactive, web-based Tahoe Bike Map. In addition to the signage, six (6) bike repair stations have been installed. Continue to monitor signage needs as improvements are implemented.	CSLT	Ongoing, estimated completion 2026
NA	Alta Mira Public Access Improvements	Other	To expand on 2015 improvements at Alta Mira, the California Tahoe Conservancy has conceptualized multiple approaches to build additional beach access points, enhance ADA pathways, create gathering areas, and improve lake views.	CTC	Partially funded

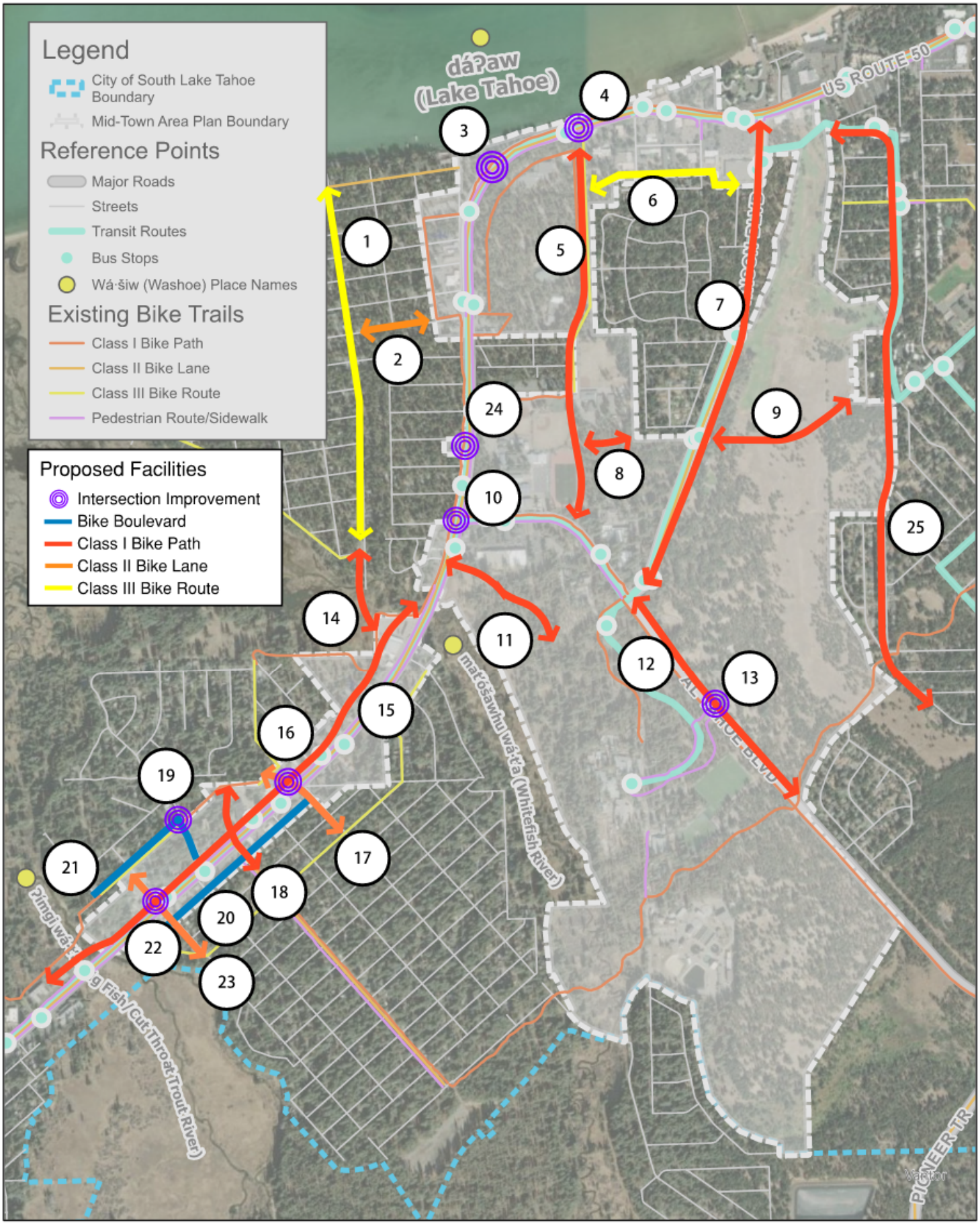


Figure 12: Proposed Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

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Figure 12: Proposed Transportation Facilities

CHAPTER 8 PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES

Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes local, regional, state, and federal establishments that provide a range of municipal, administrative, public safety, and recreational services. Recreation facilities included in this section are discussed in more detail in Chapter 11, Recreation and Open Space.

Existing Conditions

The Mid-Town area is a hub for public services and recreational facilities; however, there is room for efficiency through the concentration of City services. Many of the existing City and El Dorado County facilities below are near or within the 56-Acres Master Plan which provides initial direction for fulfillment of recreational and civic needs.

Utilities and Public Services

Liberty Utilities provides electrical services to the plan area. Most transmission lines are overhead, though those along scenic corridors such as Lake Tahoe Blvd. are underground.

Southwest Gas has provided natural gas to the South Lake Tahoe area since 1963 and continues to do so.

Cellular and telephone services are provided to the area by AT&T, Verizon, and T-Mobile. Charter Communications (Spectrum) is the primary provider of cable television, phone, and internet services.

Water and sewer services are provided by the South Tahoe Public Utility District (STPUD). The STPUD wastewater treatment facility is located at the southernmost point of the plan area.

The City has an exclusive franchise agreement with South Tahoe Refuse which provides solid waste, recycling, and organics services.

The Lake Tahoe Unified School District (LTUSD) oversees public schools within the City. The administrative offices are located within the area plan's boundary, as is South Tahoe Middle School.

Lake Tahoe Community College (LTCC) opened in 1975 and has been at its current location within the plan area since 1988. In addition to classes, the facility hosts sports across multiple playing fields and contains a cross-country ski course.

The plan area includes the City's only operational cemetery, Happy Homestead Cemetery, at 1261 Johnson Blvd. It was established in 1952.

Federal Facilities

There are two United States Postal Service offices within the City, one of which is located within the Mid-Town Area Plan boundary at 1046 Al Tahoe Blvd.

The Lake Tahoe Basin Management Unit of the United States Forest Service (USFS) is at 35 College Drive.

State Facilities

The California Department of Motor Vehicles (DMV) has an office at 3344 Lake Tahoe Blvd.

Offices of the Lahontan Regional Water Quality Control Board are located within the Tahoe Sierra Business District of the plan area at 2501 Lake Tahoe Blvd.

El Dorado County Facilities

At the corner of Al Tahoe Blvd. and Johnson Blvd. is the El Dorado County, South Lake Tahoe Government Center. Facilities here include the El Dorado County Sheriff's office, jail, juvenile treatment facility, Superior Court, and the public defender's office.

The El Dorado County Library, South Lake Tahoe Branch, is located within the plan area. Just down the street from the library is the County's Vector Control District. Both facilities are within the 56-Acres Master Plan site. Also, within the plan area, though not in the 56-Acres site, is the County Health and Human Services office.

City of South Lake Tahoe Facilities

The City's most prominent recreation assets are within the Mid-Town plan area: South Tahoe Ice Arena, Campground by the Lake, Bijou Community Park, Bijou Golf Course, and the new Recreation & Aquatics Center. The Recreation & Aquatics Center opened in April 2026, providing space for additional programs and new amenities such as an indoor track, high quality event space, and multi-sport courts. The existing facility is slated to be demolished due to the age of the structure, at which time the property will revert to El Corado County ownership. Nearby is the corporation yard of the Public Works Department's Street Division. The corporation yard, ice arena, Recreation & Aquatics Center, and Campground by the Lake are within the 56-Acres Master Plan site.

The South Lake Tahoe Police Department is located within the plan area, off Johnson Blvd., adjacent to the El Dorado County Sheriff's offices. South Lake Tahoe Fire Rescue's Fire Station 2 is located at 2951 Lake Tahoe Boulevard.

Goals and Policies

Improvements within the plan area have the potential to increase efficiency of City operations; better facilitate public participation at City Council and commission meetings; and create vibrant community gathering spaces. Goals and policies specific to the City's recreation assets are included in Chapter 11.

The City and County *Agreement for Development, Operation, and Maintenance of the 56-Acres Property* identifies the following vision for the site:

> *The 56- Acre Property is anticipated to become the identifiable recreation and government center of the South Lake Tahoe, with the development of the site as a park- like campus with plentiful recreation facilities; the centralization of City government facilities and services; and a "downtown" environment centered on the 56-Acres Property and neighboring Harrison Avenue commercial district.*



Public Services Goal 1 – Increase efficiency of City operations, service capacity, and participation at public meetings at a focal Civic Center within the 56-Acres Master Plan site.

Policy 1.1 Concentration of City Services Concentrate City services in and around the 56-Acres site to provide a one stop shop for homeowners, developers, contractors, and community members seeking City services and assistance.

Policy 1.2 Quality City Spaces Provide quality facilities to increase employee retention, job satisfaction, and employee health.

Policy 1.3 City Hall for All Develop a City Hall that is centrally located, easily accessible, has nearby childcare facilities, and accommodates those with sensory impairments or neurodiversity.

Policy 1.4 Multi-Use Space To introduce individuals to City facilities outside of City events, the civic center shall serve as a space for a variety of community needs, such as board meetings of other organizations, private events, conferences, and the like.

Policy 1.5 Continued Community Involvement Involve community members from project inception through groundbreaking by providing a space within the civic center that exhibits project updates and milestones.

Public Services Goal 2 Maintain central maintenance facilities to best serve the community.

Policy 2.1 Corp Yard Revamp Improve, redevelop, or relocate the City streets maintenance facility (corporation yard) to have a lesser visual and spatial impact while maintaining a central location for efficient service.

Policy 2.2 Parks Maintenance Develop a parks maintenance facility that is central to the major service locations of Bijou Community Park, Bijou Golf Course, and Campground by the Lake.

Public Services Goal 3 – Support enhancements of other public and quasi-public agencies.

Policy 3.1 Vector Control Relocation Facilitate relocation of El Dorado County's vector control facility by presenting alterative locations.

Policy 3.2 Local Provider Coordination Coordinate with local utility providers to allow for enhancements, expansions, and streamlining of necessary public services.

Policy 3.3 Government Center Lot Line Adjustments Where necessary, adjust property lines within the South Lake Tahoe Government Center to streamline improvements to existing uses.

Policy 3.4 Stormwater Coordinate with El Dorado County to implement an effective stormwater drainage plan for the South Lake Tahoe Government Center and neighboring City facilities.

Policy 3.5 Student Housing (Housing Policy 1.8) Ensure the reservation of 21 Bonus Units by TRPA to be transferred to Lake Tahoe Community College in accordance with permit ERSP2022-1992 and accept the 21 residential units of use originally provided by the City back into City pools.

CHAPTER 9 NATURAL RESOURCES AND WATER QUALITY

Preservation of water quality and natural resources is an inherent part of planning and growth in the Tahoe Basin. Improving water quality and clarity of Lake Tahoe is the driving force behind many of the growth management methods implemented by the Tahoe Regional Planning Agency as discussed in this section.

Existing Conditions

The plan area contains approximately 224 acres of stream environment zone (Class 1b SEZ), 2,660 feet of Lake Tahoe shoreline, and over 6 miles of drainage improvements to protect and aid in the functioning of these resources.

Land Capability and Stream Environment Zones

TRPA regulates the ability to cover land with impervious surfaces within the Lake Tahoe Basin. Land capability is a classification system based on soils, hydrology, geomorphology, and vegetation that determines the amount of development a site can support without experiencing soil or water degradation. Coverage limitations differ by land capability, location, and historic levels of development/disturbance.

The TRPA Code of Ordinances uses land capability districts ranging from Class 1 to Class 7, each corresponding to a percentage of allowable land coverage. Classes 1-3 represent sensitive land with limited development potential while Classes 4-7 are developable with higher percentages of allowable land coverage. Mid-Town is comprised mostly of high-capability Class 7 land which is well-suited for redevelopment and infill.

Table 4: Mapped Land Capability (Bailey)

Land Classification	Base Allowable Coverage (%)	Area (acres)	Estimated Base Allowed Coverage* (acres)
Class 1b	1%	224	2.24
Class 6	30%	24	7.06
Class 7	30%	532	159.64
Water Bodies	N/A	5	NA
	Estimated total coverage allowed within plan area:		168.94 acres

*These numbers are estimates based on TRPA's general land capability mapping. Potential coverage is verified by TRPA on a parcel-by-parcel basis.

Stream Environment Zones

The plan area contains 224 acres of Class 1b, stream environment zone (SEZ). The largest SEZ within the plan area is found within Bijou Meadow on the eastern side of the Mid-Town area.

There is a significant area of SEZ surrounding Trout Creek along the southern side of the LTCC project area and South Tahoe Public Utility District facilities. There are additional pockets of Class 1b land on the periphery of the Mid-Town area in association with the Trout Creek and Upper Truckee Stream Environment Zones.

There has been significant encroachment in SEZ by official and unofficial recreation activities, much of which occurred before creation of TRPA and the associated land management system. The City's 9-hole golf course is entirely contained within the SEZ. While much of the golf course is a grass monoculture, there are areas with seasonal standing water where functioning SEZs remain. Other encroachments include compacted dirt from social walking trails and compaction around disc golf holes.

TRPA grants exceptions to land coverage requirements in SEZs for public outdoor recreation when all criteria of TRPA Code 30.5.2(B) are met.

Land Coverage

Analysis of impervious coverage data estimates that approximately 27% of the Mid-Town plan area is covered by impervious surfaces. Approximately 91% of coverage within Mid-Town is hard coverage.

Table 5: Existing Land Coverage and Impervious Surfaces

Coverage Type	Area (acres)	Percent of Coverage
Driveway (hard)	62	30.8%
Road (hard)	44	21.9%
Building (hard)	35	17.2%
Other (hard)	32	16.1%
Trail (hard)	10	4.9%
Driveway (soft)	9	4.3%
Trail (soft)	5	2.6%
Other (soft)	4	2.2%
Total hard coverage	**183**	**90.9%**
Total soft coverage	**18**	**9.1%**
Total coverage within plan area	**202**	**27.3%**

Water Quality

Water quality and clarity are the heart of Lake Tahoe's identity and appeal. The U.S. Environmental Protection Agency (EPA) designated Lake Tahoe as an Outstanding National Resource Water, meaning it receives the highest level of protection under the Clean Water Act.

Total Maximum Daily Load (TMDL)

Section 303(d) of the Clean Water Act lists Lake Tahoe as an impaired water due to excessive levels of nitrogen, phosphorus, and fine sediments. This designation requires the state to develop a Total Maximum Daily Load (TMDL) plan to determine necessary pollutant load reductions to accomplish California's Lake Tahoe transparency standard of roughly 97 feet over an estimated 65-year implementation period. In 2011, Lahontan Regional Water Quality Control Board (Lahontan) established load reduction targets to be reevaluated every five years to assess each jurisdiction's progress towards meeting these goals. Each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit is required to reduce the baseline pollutant load within their jurisdiction by the amounts shown in Table 6.

Table 6: Load Reduction Targets for Tahoe TMDL

Pollutant	5-Year Milestone (2016)	10-Year Milestone (2021)	15-Year Milestone (2026)	Transparency Standards (~65 years)
Fine Sediment Particle	10%	21%	34%	71%
Total Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Lake Tahoe Total Maximum Daily Load (November 2010)

In 2016, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Update Report which was subsequently incorporated into the City's NPDES permit. The City's - reduction requirement under the NPDES permit through 2026 is shown in Table 7.

Table 7: CSLT 2026 Load Reduction Requirements

Parameter	Baseline Load (lbs./year)	Required Load Reduction (percent)	Required Load Reduction (lbs./year)	Allowable Load (lbs./year)
Fine Sediment Particles (mass)	476,677	34%	162,070	314,606
Fine sediment Particles (count)	2.38E+19	34%	1.58E+19	1. 57E+19
Total Phosphorous	2,020	21%	424	1,596
Total Nitrogen	8,034	19%	1,526	6,508

Source: Lahontan Lake Tahoe Municipal NPDEs Permit, Board Order R6T-2022-0046, NPCESA NO. CAG616001

The City completed development of a Pollutant Load Reduction Plan (PLRP), defining feasible and cost-effective pathways to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets as set forth in the City's NPDES permit. The PLRP was submitted to Lahontan in October 2021 and updated in September 2023 as required by the NPDES permit. The City is currently on track to reach the required Lake Clarity Credits (credits). Credits are the singular unit used to track and report load reductions, accounting for multiple pollutant types.

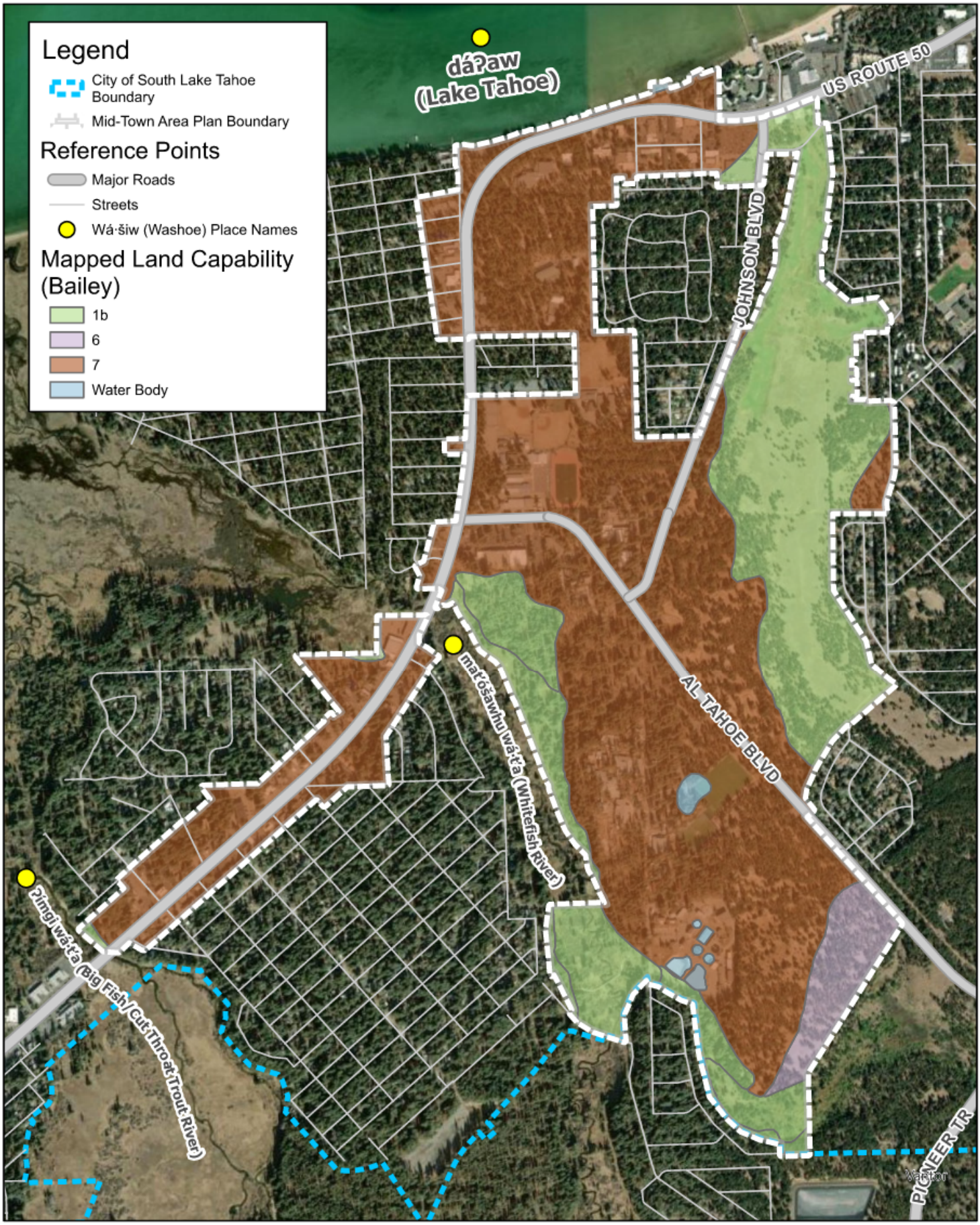


Figure 13: Mapped Land Capability (Bailey)

City of South Lake Tahoe Mid-Town Area Plan

Figure 13: Mapped Land Capability (Bailey)

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Public Stormwater Infrastructure

Caltrans completed the *Trout Creek to Ski Run Boulevard* (2014) and *"Y" to Trout Creek* (2022) water quality improvement projects that equipped the length of Lake Tahoe Blvd. with stormwater conveyance, treatments, and outlets. The Trout Creek to Ski Run Boulevard segment conveys stormwater runoff to an underground Delaware sand filter near River Dr. where it is treated and released into the Upper Truckee River. A second segment utilized open basins for collection and infiltration with overflows letting out at Trout Creek and El Dorado beach.

It is the City's responsibility to treat runoff from all other streets per the TMDL requirements listed above. Catch basins along Palmira Ave. connect to the *"Y" to Trout Creek* infrastructure and empty into the Upper Truckee River. The Harrison Avenue Streetscape Improvement project as discussed in Chapter 7 achieved public and private stormwater improvements for Harrison Ave., Alameda Ave., Tallac Ave., San Francisco Ave., and Modesto Ave.

The City installed parking facilities and BMPs at 977 Modesto Ave, ~~, and~~ the boat ramp parking lot, and Lakeview Commons. ~~both have best management practices (BMP) certifications from TRPA.~~ BMPs were installed alongside the Recreation & Aquatics Center. Further developments in the 56-Acres site provide an opportunity to install updated stormwater infrastructure or BMPs.~~;~~

Best Management Practices: Private Stormwater Infrastructure

In addition to public stormwater infrastructure, TRPA requires individual properties and project areas within the Tahoe Basin to install BMPs to minimize erosion and infiltrate runoff from rainwater/snowmelt. BMP requirements are outlined in TRPA Code of Ordinances Chapter 60, which requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property. Where site constraints are present such as high groundwater or soil with slow infiltration rates, source control BMPs may be installed to stabilize bare soils and minimize disturbance rather than full infiltration BMPs. TRPA's Best Management Practices Handbook details methods and installation details.

Best Management Practices: Area-wide Stormwater Infrastructure

Adoption of the 2012 Regional Plan allowed private parcels to participate in area-wide stormwater treatments in lieu of onsite infiltration and treatment. These treatments may be proposed as part of an area plan and are generally constructed through private/public partnerships and are designed to accommodate private parcel runoff as well as rights-of-way. Such systems shall demonstrate a greater or equal water quality benefit compared to parcel BMPs and meet other requirements outlined in Chapter 13 of TRPA's Code of Ordinances.

In 2014, the Harrison Ave area-wide system was completed, treating approximately 40 acres of both private and public land in the Al Tahoe area. Approximately 21.9 acres in the northeastern region of the plan area is treated in the Bijou Erosion Control Project. In 2023, TRPA adopted a set of changes to the Code of Ordinances known as the Phase 2 Housing Amendments. These amendments allow affordable, moderate, and achievable housing developments to utilize coverage above 70%; however, runoff from the project area must be collected and treated by a stormwater system that is permitted by Lahontan Regional Water Quality Control Board and monitored for TMDL pollutant load reduction. See TRPA Code of Ordinances 30.4.2(B)(5).

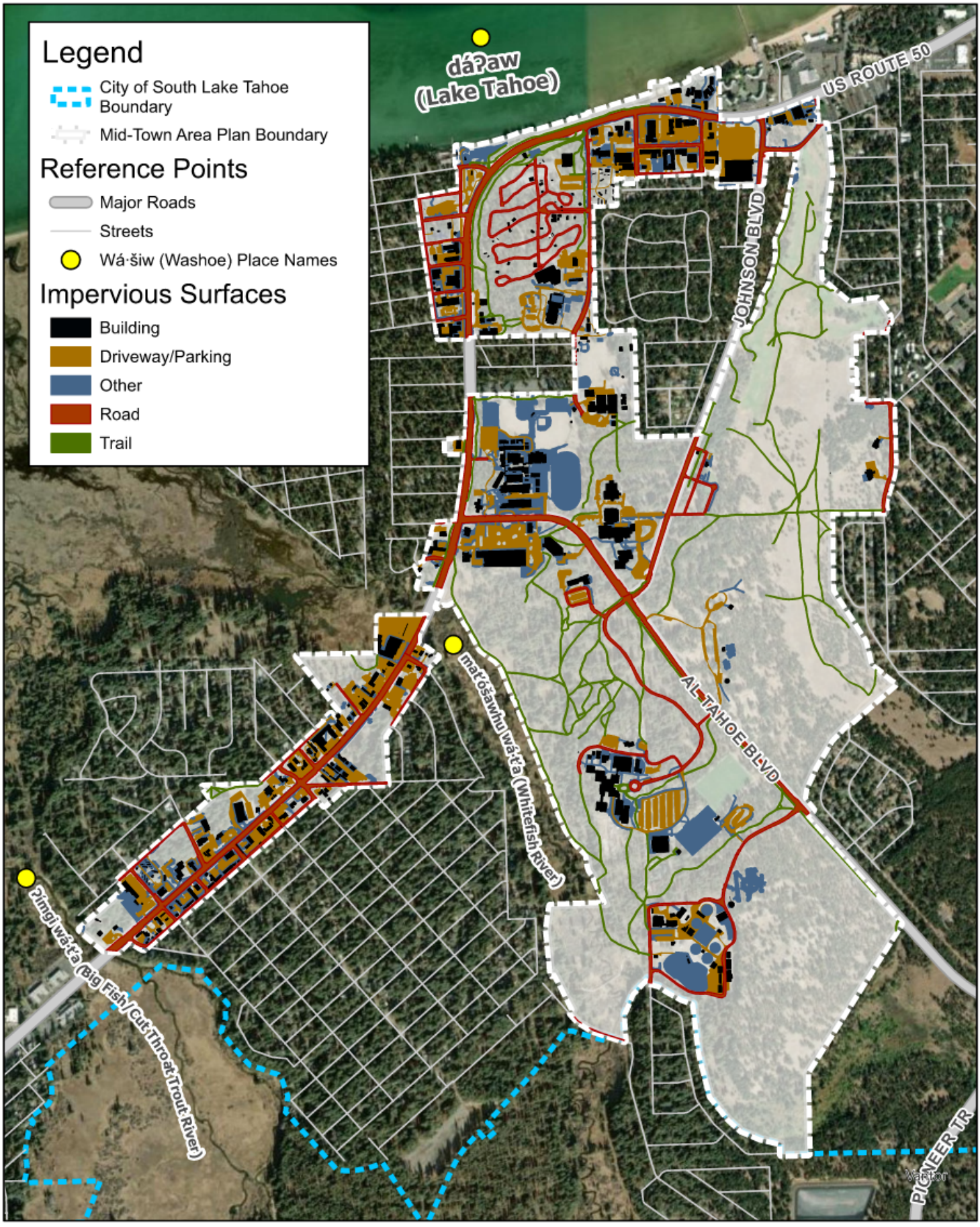


Figure 14: Land Coverage and Impervious Surfaces

City of South Lake Tahoe Mid-Town Area Plan

Figure 14: Existing Land Coverage

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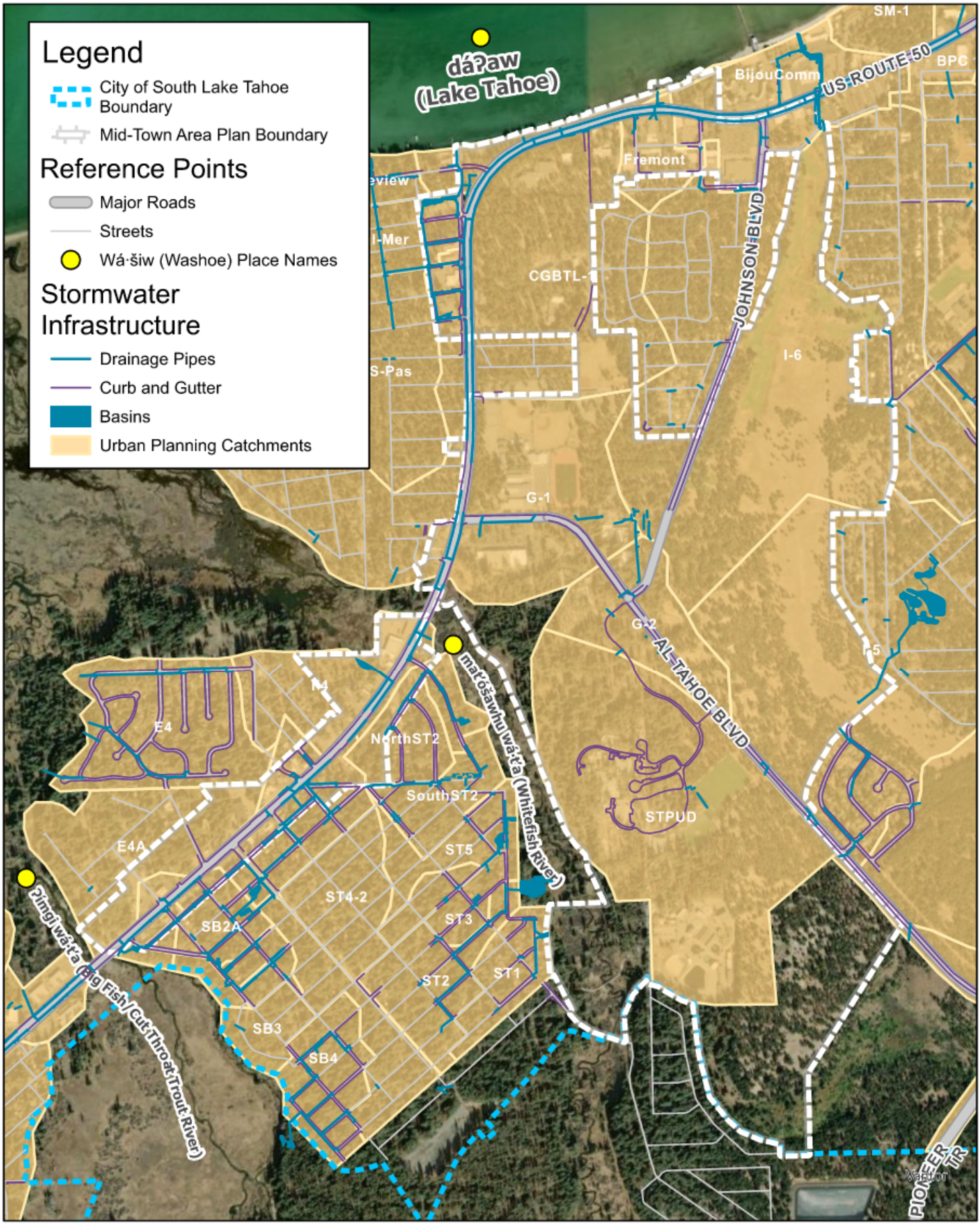


Figure 15: Existing Public Stormwater Infrastructure

City of South Lake Tahoe Mid-Town Area Plan

Figure 15:Existing Public Stormwater Infrastructure

0 550 1,100 2,200 Feet

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Each new construction, redevelopment, or major remodel project requires BMP installation or maintenance where treatments exist. Property owners may opt to install BMPs independently of a permitted project through TRPA's retrofit program. There are 132 parcels (36.5%) within the plan area that have earned a BMP certificate by installing and maintaining BMPs; however, it should be assumed that not all these parcels have fully functioning BMPs. To account for maintenance, properties with BMP Certificates issued or re-issued within five years are eligible for 100 TMDL percent credit when registered, whereas properties with certificates more than five years old only receive 50 percent TMDL credit.

Underground Sources of Potential Water Quality Concerns

There are 20 Leaking Underground Storage Tank (LUST) Sites within the plan area that have undergone remediation and been closed, and one open case. The open case (T10000021479) concerns potential diesel contamination of soil at the South Tahoe Public Utility District's main operation plant. The case was opened in November of 2023 and as of 2024 was under investigation for site characterization, risk evaluation, and remediation considerations (State Water Resources Control Board, 2025).

The South Tahoe Public Utility District's (STPUD) plant, pumps, and pipes pose a risk to water quality should human error, natural disaster, or worn infrastructure lead to a spill or leak. STPUD is creating an infrastructure replacement program to identify and prioritize sections of system infrastructure for replacement. The identification of this program is included in the Capital Improvement Plan (CIP) budget (South Tahoe Public Utility District [STPUD], 2020).

The majority (88.8%) of the 241 sewer laterals within the plan area were installed in 1959. In 1950, 5 were installed; 13 in 1970; and 1 in 2011. There are 8 laterals for which the installation date is unknown. The lifespan of these improvements can range from 50 to 100 years, though many factors play a role including material, root intrusion, external pressure, soil stability, soil chemical composition, corrosion, and water table fluctuation.

Source Water Considerations

There are fourteen (14) TRPA-designated "source water protection zones" that overlay the Mid-Town area. Protection zones consist of a fixed 600-foot radius circle around wells that provide drinking water with five or more service connections. Possible contaminating activities may not be approved within these zones unless all findings of TRPA Code of Ordinances 60.3.3(D) are made.

Possible contaminating activities are defined in TRPA Code 60.3.3.B. and include the following uses:

Residential	Domestic animal raising
Commercial	Service stations, auto repair and service, business support services, laundry and dry-cleaning plants, repair services, batch plants, fuel and ice dealers, industrial services, recycling and scrap, storage yards, vehicle storage and parking, vehicle and freight terminals
Public Service	Airfields, landing strips, and heliports; collection stations, hospitals, local public health and safety facilities; regional public health and safety facilities; power generating, public utility centers, schools, transit stations and terminals
Recreation	Beach recreation, boat launching facilities, developed campgrounds, golf courses, marinas, recreational vehicle parks, rural sports
Resource Management	Timber stand improvement, grazing, range pasture management, runoff control
Shore zone	Construction equipment storage, seaplane operations, tour boat operations, water-oriented outdoor recreation concessions

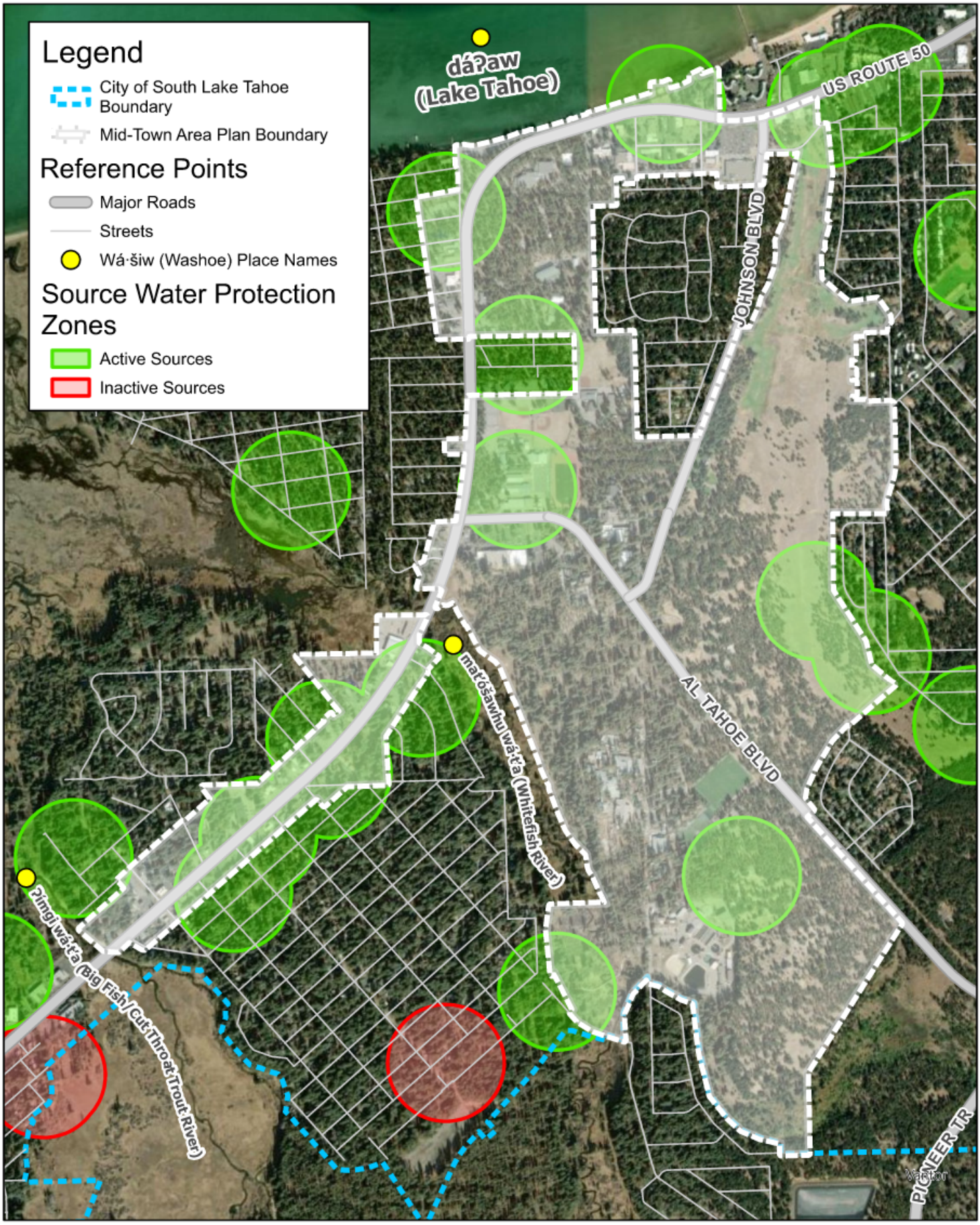


Figure 16: Source Water Protection Zones

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

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Figure 16: Source Water Protection Zones

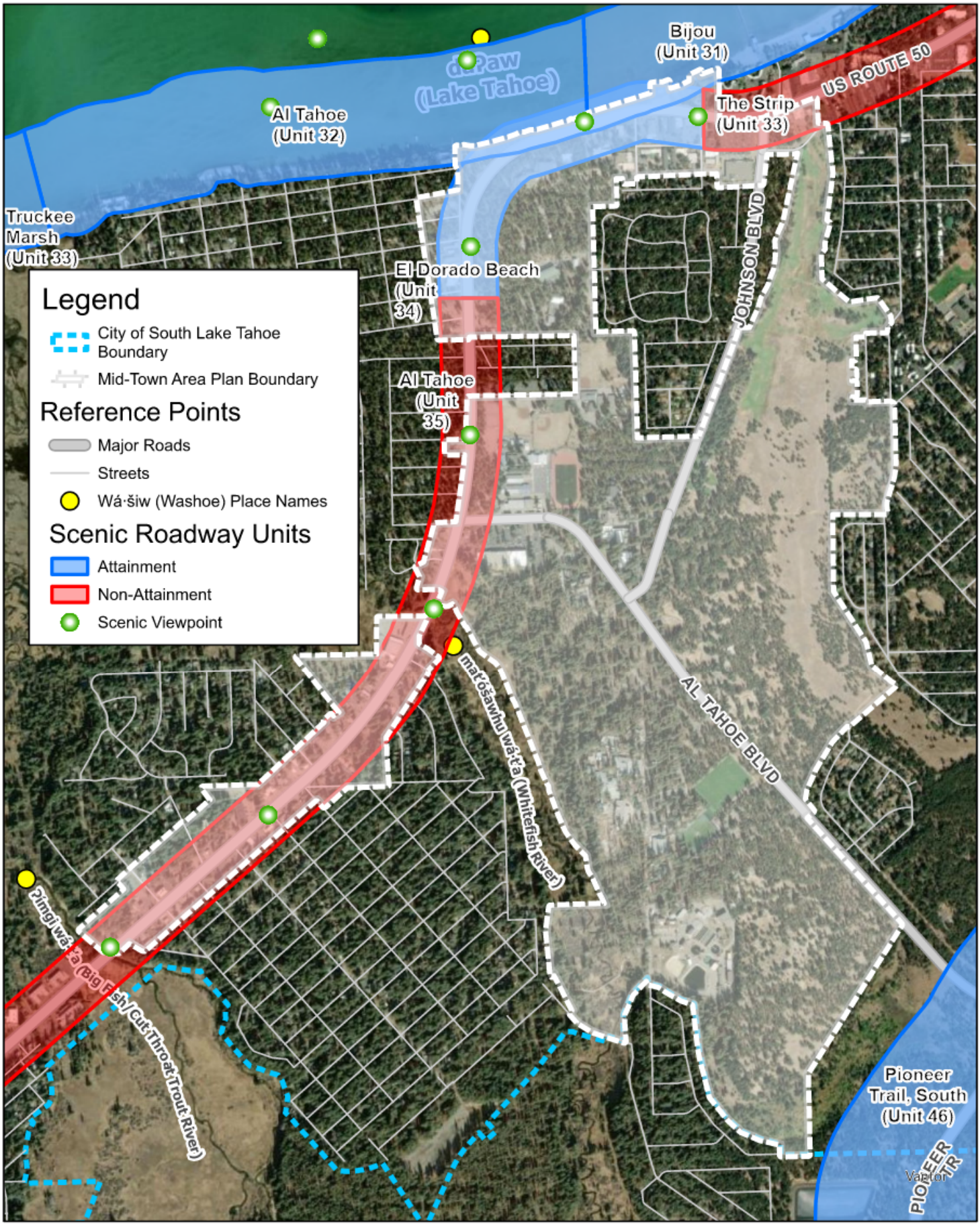


Figure 17: Scenic Roadway Units

City of South Lake Tahoe Mid-Town Area Plan

Figure 17: Scenic Resources

0 550 1,100 2,200 Feet

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Scenic Resources

Every four (4) years TRPA assesses roadway and shoreline units for the quality of the travel experience and the quality of specific scenic resources viewed from that unit. Factors that contribute to low ratings are dilapidated or abandoned buildings, excessive street parking, and lack of vegetation that would lessen the visual impacts of large structures and the aforementioned features. Public and private investments can substantially improve a scenic unit's rating. Scenic resources within the plan as identified by TRPA are discussed below, with comments from the 2023 Threshold Evaluation incorporated (Tahoe Regional Planning Agency, 2025).

Scenic Roadway Units

El Dorado Beach: Unit 34

Scenic Roadway Unit 34 has been in attainment since 1982. Improvements within the past 10 years include installation of curbs, gutters, and sidewalks; redevelopment of older buildings consistent with design standards (including Tahoe Wellness Center and Hotel Azure); and improvements at Lakeview Commons (creation of Champions Plaza, reconstruction of parking areas, and relocated restrooms). Specific Environmental Improvement Program (EIP) Projects that contributed include:

03.01.02.0006 - Lakeview Commons Phase 2 - El Dorado Beach Improvements
01.01.01.0098 - U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Blvd.
03.02.02.0008 - Harrison Avenue Streetscape Improvement & Bike Trail

Al Tahoe: Unit 35

While Unit 35 remains in non-attainment, TRPA's Threshold Evaluation reports have noted incremental improvements since 2011. These include installation of curbs, gutters, and sidewalks; new road pavement; façade improvements; and redevelopments. Evaluations note the lack of screening for parking lots as an area of concern. EIP Project 01.01.01.0005, *U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek*, contributed positively to air quality, scenic resources, soil conservation, and water quality threshold categories.

Scenic Shoreline Units

Bijou: Unit 31

The Bijou scenic shoreline is in attainment and has been since threshold evaluations began in 1982. The only comment included in threshold evaluations relating specifically to the portion of Unit 31 within the Mid-Town plan area is the positive impact of strong articulation on an existing single-family dwelling.

Al Tahoe: Unit 32

The Al Tahoe scenic shoreline is in attainment and has been since threshold evaluations began. The most recent evaluation (2023) reports satisfaction with revegetation at El Dorado Beach; however, screening of kayak storage is lacking. In 2011, Lakeview

Commons Phase 2 - El Dorado Beach Improvements (EIP 03.01.02.0006) increased the overall rating.

Shorezone Tolerance Districts

To avoid conflicts between foreshore and nearshore structures with scenic threshold attainment, TRPA's 1973 Shorezone Plan identified shorezone tolerance districts around Lake Tahoe, Fallen Leaf Lake, and Cascade Lake. Each district was analyzed for topography, erosion concerns, and capacity of structures.

The Mid-Town Area Plan contains approximately half of Shorezone Tolerance District 4, the nature of which is described in TRPA Code 83.9.1A. Additional development standards are included for parcels in Tolerance District 4.

Goals and Policies

Natural Resources Goal 1 – Create attractive streetscapes that complement the natural environment.

Policy 1.1 Private Property Frontages Explore incentives to encourage property owners to participate in beautification of scenic corridors and maintain attractive street frontages with healthy native vegetation, efficient irrigation, neat parking barriers, and screening where necessary.

Policy 1.2 City Streetscape Improvements Keep well maintained rights-of-way following best practices of efficient irrigation, buffers between streets and sidewalks, and lighting.

Policy 1.3 Project Level Utility Improvements Require underground installation of new distribution level electrical lines when visible from scenic corridors or Lake Tahoe.

Policy 1.4 Area Wide Utility Improvements Work with local utility providers to analyze the feasibility of retrofitting and undergrounding utilities.

Natural Resources Goal 2 – Maintain or achieve attainment of all scenic resources.

Policy 2.1 Views from Lake Tahoe Ensure all projects visible from Lake Tahoe are reviewed to prevent adverse scenic impacts (Al Tahoe Scenic Shoreline Unit 32).

Policy 2.2 Scenic Roadways Pursue or incentivize improvements that contribute to increases in scenic quality rating.

Policy 2.3 View of the Lake Implement development and design standards that create openings between buildings for increased visibility and accessibility of Lake Tahoe.

Natural Resources Goal 3 – Water quality improvements shall be an integral part of all new construction, major redevelopments, and right-of-way improvements to protect and enhance Lake Tahoe's exceptional color and clarity, as well as the quality of surrounding waterways.

Policy 3.1 Address Flooding Install drainage and stormwater treatment infrastructure to mitigate seasonal flooding as identified by the Drainage Master Plan.

Policy 3.2 BMP Streamlining The City shall support TRPA efforts to streamline BMP treatments, prioritizing plans for residential projects.

Policy 3.3 Shared Treatments Explore opportunities for area-wide treatments between multiple parcels, including a mix of public and private interests.

Policy 3.4 Snow Storage Ensure snow storage areas are upstream of BMP treatments.

Policy 3.5 Lake Tahoe Total Maximum Daily Load Collaborate with Lahontan Water Quality Control Board and refine the Pollutant Load Reduction Strategy to meet load reduction targets.

Policy 3.6 Environmental Improvement Program Coordinate with TRPA to implement projects identified by the Environmental Improvement Program.

Policy 3.7 Government Center Stabilize sediment sources, treat runoff, and alleviate flooding at the El Dorado County Government Center and City of South Lake Tahoe Police Department (Environmental Improvement Program (EIP) Project Number 01.01.01.0195, Al Tahoe Government Center BMPs).

Policy 3.8 Source Water Protection Review all possible contaminating activities proposed in source water protection zones in accordance with TRPA Code of Ordinances 60.3.3(D) to prevent contamination of drinking water sources.

Policy 3.9 Facilitate Additional Coverage (Housing Policy 3.5) Consider building additional treatment capacity into area wide stormwater treatments to facilitate private developments.

Natural Resources Goal 4 – Preserve, enhance, and restore stream environment zones and their functions.

Policy 4.1 Redirection and Transfer of Development Do not allow new developments to encroach in SEZs and provide incentives to relocate development from SEZs to high capability lands.

Policy 4.2 SEZ Mitigation Require mitigation when coverage is transferred within an existing disturbed SEZ.

Policy 4.3 Bijou Park and Golf Course SEZ In expansions or modifications to Bijou Park and the golf course, consider alternatives that reduce encroachment into and increase functioning of SEZs.

Policy 4.4 SEZ Restoration Utilize the updated Bailey Mapped Land Capability Map to more accurately delineate SEZs. Coordinate with public agencies and private property owners to prioritize and target the removal of development and land coverage from the delineated SEZs and from the TRPA designated Stream Restoration Plan Areas.

Natural Resources Goal 5 – Encourage building practices that reduce climate change impacts regionwide and consider health of residents.

Policy 5.1 Residential Air Quality Residential developments should consider health and wellbeing of residents by including air conditioning, screening, and shading of units, especially where homes are adjacent to high polluting roadways such as Lake Tahoe Boulevard.

Policy 5.2 El Dorado County AQMD Implement measures recommended by the El Dorado County Air Quality Management District and explore grants and incentives offered for community benefit.

Policy 5.3 Construction Emissions Encourage use of low emission construction equipment, prohibit open burning of debris from site clearing unless involved with a fuels reduction project, encourage use of water or other dust control measures, and low idling time for construction equipment and vehicles.

Policy 5.4 Sustainable Building Hold all projects to current standards of California Building Code and Building Energy Efficiency Standards, providing incentives for projects that exceed.

Policy 5.5 Renewable Energy Support the creation of location appropriate renewable energy systems and advocate for the allowance of shared systems.

Implementation

Water Quality Improvements

In addition to those listed below, many transportation improvements include stormwater treatments. See Chapter 7 Transportation and Circulation: Implementation.

Project Name	Project Description	Lead	Status
Drainage Improvements - Micro Areas - City Wide	This project includes drainage improvements to address micro-areas of concern. It is intended to be a multi-year effort with future funding requests and appropriations.	CSLT	Ongoing, no anticipated completion date
Drainage Master Plan Update	This project proposes to amend and add to the previously completed 2008 Drainage Master Plan. A condition assessment report was completed in 2022 that begins to prioritize infrastructure replacement. It is estimated an update will take one year to complete once funding is available.	CSLT	Ongoing, estimated completion one year after receiving funding
Drainage Pipe Replacement	This project funds the replacement of failing storm water culverts and existing drainage facilities identified from the 2022 assessment report, field condition assessments, and/or citizen complaints. City staff recommend that two pipe replacement projects are completed annually, as funds allow. This includes high-risk replacements as well as replacements in the area of the following year's road rehab project. This work is intended to be an on-going annually funded program to replace storm water infrastructure. The assessment report estimated it would take 5 years to complete high-risk replacements and 20 years to complete medium-risk replacements, but it is highly dependent on annual allocated funding.	CSLT	Ongoing, potential completion of high-risk pipe replacements in 2030 and medium-risk replacements in 2045 depending on annual allocated funding
Al Tahoe Government Center BMPs	The Al Tahoe Government Center lacks soil stabilization and BMPs, and often experiences flooding. This EIP project proposes to plan, permit, and install	TRPA	Ongoing, estimated completion 2027

appropriate stormwater facilities (EIP 01.01.01.0195).		

CHAPTER 10 ART, CULTURAL, AND HISTORIC RESOURCES

The analysis and information below and in Chapter 1, History and Setting, rely on prior historic and archeological reports commissioned by the City as noted in Appendix A; consultation with the California Office of Historic Preservation; information from the Lake Tahoe Historical Society; and consultation with the Washoe Tribe of Nevada and California.

Existing Conditions

Built Environment

The California Office of Historic Preservation tracks structures that have possible historic significance through the Built Environment Resource Directory (BERD). BERD identifies five (5) structures within the plan area that have been nominated to the National Register of Historic Places, though none were accepted. These include Sno-Flake Drive-In, Lake Forest Wedding Chapel, campground caretaker's cabin and garage, and the water tower at 1100 Rufus Allen Blvd. (California Office of Historic Preservation). These locations have not yet been evaluated for the California Register or local listings.

Tribal Cultural Resources

Nearly all plant and animal species native to the Tahoe Basin, greater Sierra Nevada Mountain Range, and surrounding foothills are of significance to people of the Washoe Tribe. These resources were integral to supporting early ways of life by providing basic needs such as shelter, sustenance, and medicine (Makley, 2018). While lifestyles have adapted, native plants and animals maintain their importance in Washoe culture, allowing the preservation and passing down of traditional knowledge and skills.

Goals and Policies

Art, Cultural, and Historic Resources Goal 1 – Develop an arts and culture focus within the plan area, building on existing historic and notable features.

Policy 1.1 Funding Explore funding mechanisms to sustain a public arts grant program and, based on the funding source, consider identifying a priority area for installations.

Policy 1.2 Community Garden Explore viability of a new or collaborative community/demonstration garden that teaches about high altitude

gardening and plant species culturally and environmentally significant to the Washoe Tribe and Tahoe Basin.

Policy 1.3 Infrastructure for Art Consider infrastructure needs for art such as platforms, accessibility, and lighting in the development of other improvements.

Policy 1.4 Visibility of Art Recognize and account for the unique lighting needs of standalone art displays, advocating for the allowance of uplighting for notable pieces.

Art, Cultural, and Historic Resources Goal 2 – Collaborate with underrepresented communities to foster pride, awareness, and appreciation of different cultures within in the South Lake Tahoe community.

Policy 2.1 Washoe Representation Through consultation with the Washoe Tribe of Nevada and California, identify appropriate opportunities where public art may assist in preservation and appreciation of indigenous knowledge and culture.

Policy 2.2 Education Identify education opportunities for natural resources used by indigenous peoples for medicine, food, or tools.

Policy 2.3 Little Ameca Consider appropriate ways to use art to represent the approximately 22% of City residents who have personal or familial ties to the City of Ameca or state of Jalisco, Mexico.

Policy 2.4 Place Naming Consider appropriate areas to formally reinstate place names as originally identified by the Washoe Tribe.

Art, Cultural, and Historic Resources Goal 3 – Appreciate and recognize cultural and historic resources within the Mid-Town plan area.

Policy 3.1 Archeological Discoveries Treat all newly discovered archeological finds as significant resources, halting operations until evidence to the contrary has been provided by a qualified archaeologist.

Policy 3.2 Paleontological Discoveries Treat all newly discovered paleontological finds as significant resources, halting operations until evidence to the contrary has been provided by a qualified archaeologist.

Policy 3.3 Resource Preservation Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation ~~for the loss of the resource~~ that preserves the resource's value and benefit,

such as by providing non-interfering public access to the site or education opportunities.

Policy 3.4 Human Remain Discovery Require projects or ground disturbance activities to be halted should human remains be discovered. Follow state procedures regarding notifying the County Coroner, the Native American Heritage Commission, and the Washoe Tribe should the remains be determined to be indigenous.

CHAPTER 11 RECREATION AND OPEN SPACE

The Mid-Town area contains a variety of recreation opportunities offered by both public and private entities. Private recreation uses are generally of a commercial nature, consisting of equipment rentals for offsite use, such as skis, snowboards, and bikes. This section discusses the area's public recreation amenities.

Existing Conditions

The Mid-Town Area Plan contains many of the City's best recreation assets. There are further opportunities for seasonal and year-round activities to promote connectivity in the community and mental and physical health.

Bijou Community Park

Bijou Community Park is the largest municipal park in the City, containing a disc golf course, mountain bike/BMX park, dog park, dog agility course, playground, sand volleyball courts, skatepark, two gazebos with barbeque pits, a historic railroad exhibit, and restrooms. All park facilities are free to use; however, the restrooms are closed in the winter months when use of the park significantly decreases. The park was constructed in 1992 and has continuously undergone improvements. The bike park was added in 2015 in a partnership between the City of South Lake Tahoe, Tahoe Area Mountain Biking Association (TAMBA), and South Lake Tahoe BMX. The bike park is largely maintained by TAMBA staff and community volunteers at their "Tune-Up Tuesday" gatherings. In summer of 2025, the street section of the skate park, which also served as a basketball court, was resurfaced with new features and connected to the transition section.

Bijou Park is highly utilized by individuals and for events. Both gazebos are available to rent for group gatherings. The disc golf course hosts annual tournaments. The South Tahoe Disc Golf Association maintains and promotes the course for such events. The bike park and skate park may also be rented for single or multiday events. The City hosts a summer movie series at Bijou, as well as the annual Multicultural Celebration to celebrate diversity through art, music, food, and entertainment.

Bijou Golf Course

The golf course was first opened in 1920 as a private course. In November 1983, the City purchased the Bijou Meadow and Golf Course. The 9-hole course maintains its original configuration. A neighboring parcel containing the clubhouse and parking lot is rented by the City. The clubhouse contains a pro shop, rental equipment, and snack bar, but lacks permanent restrooms. The course is generally open from the middle of May until first snowfall, with limited hours after Labor Day. A fee is required to play.



Campground by the Lake

The campground opened on June 26, 1979, and was reconfigured to accommodate the City's Recreation & Aquatics Center. Amenities include campfire rings, picnic tables, shared water spigots, coin operated showers, a dump station, and WIFI service. Weekends in the summer months are regularly fully booked, as well as most weekdays.

Lakeview Commons and El Dorado Beach

El Dorado Beach at Lakeview Commons was dedicated on June 20, 2012. This project was a partnership between the City of South Lake Tahoe, El Dorado County, and the California Tahoe Conservancy, largely funded by the 2006 Parks and Water Bond Act. Amenities include a bike trail, ADA beach access path, boat launch and floating dock, kayak concessions, picnic area with tables and barbecues, turf area, restrooms, food concessions, and a swim area protected by ropes and buoys. Parking is provided for the public, as well as one lot specifically for vehicles with boat trailers.

The area is extremely popular among picnickers, slackliners, kayak and paddleboarders, and swimmers. Thursday nights throughout the summer are especially busy when the Live at Lakeview Summer Music Series occurs.

Recreation & Aquatics Center

In 2023, construction of the City's new Recreation & Aquatics Center began. Upon its completion in 2026, the facility will provide the greater south shore with a plethora of arts, fitness, and community programs.

Lake Tahoe Community College

Lake Tahoe Community College contains over 4 miles of Nordic cross country ski track. In the non-winter months, the track is utilized by hikers. Spanning the campus and City property are the Community Play Fields, made possible by Lake Tahoe Community College District and the City of through the Community Play Consortium (CPC) Joint Power Authority. One synthetic turf field and two grass fields are available for youth programs, youth leagues, and LTCC students, as well as for tournaments, training camps, special events, and fundraisers.

South Tahoe Middle School

South Tahoe Middle School contains tennis courts, baseball fields, a track, and a football field. Facilities are used for both school and community activities.

Goals and Policies

Recreation Goal 1 – Increase availability of recreation opportunities in the winter months.

Policy 1.1 Winter Recreation Activities Explore expanding golf course operations and facilities to include winter sports and events that activate the space for year-round use.

Policy 1.2 Extended Activation Implement enhancements and additions to Bijou Park that can extend use periods, both daily and yearly.

Policy 1.3 Campground Uses Explore ways to utilize the campground in winter months.

Recreation Goal 2 – Modify and enhance Bijou Community Park and Golf Course to meet transportation needs, demand for individual uses, accessibility, and suitability for special events.

Policy 2.1 Connectivity Increase non-autocentric connectivity both to and within the park, considering and advocating for a fixed route transit stop at Bijou Community Park.

Policy 2.2 Transportation Needs Meet visitor demand through transit service opportunities, expanding bicycle parking, continuing transportation improvements, and exploring acquisition of new parcels to facilitate shared parkin. All considerations regarding additional parking must be consistent with the RTP/SCS.

Policy 2.3 City Owned Clubhouse Explore pathways to developing a new clubhouse on City-owned property.

Policy 2.4 Clubhouse Improvements Construct a new golf clubhouse that can accommodate special events, parking demand, year-round uses, and recreation related accessory uses.

Policy 2.5 Special Event Facilitation In all improvements to Bijou Park, consider how the space can become better suited to hosting special events that accommodate people of all ages and abilities.

Policy 2.6 ADA Compliance Address projects identified by the City's ADA Self Evaluation and Transition Plan in accordance with priority.

Policy 2.7 Recreation for All Pursue accessible upgrades beyond those required by ADA, such as inclusive playground features that encourage disabled and able-bodied children to interact and share the same space, considering not only physical disabilities, but also sensory impairments, processing disorders, and other conditions.

Policy 2.8 Recreation Diversification and Enhancements Continue working with the community to identify desired uses for Bijou Park as a whole, as well as enhancements to individual uses. Should tradeoffs occur, work with the affected community to mitigate losses, be they spatial, historic, or other.

Policy 2.9 Concessions Consider appropriate and need based uses or services to operate from the existing concessions building, including but not limited to:

- Rental/loaner helmets to skate and bike park users
- Disc golf pro shop
- Items for tidying facilities (brooms, rakes, leaf blower, etc.)
- Tools for equipment quick fixes
- Prepackaged drinks and snacks
- Simple first aid supplies
- Water bottle refill station

Recreation Goal 3 – Balance recreation improvements with open space and stream environment zones.

Policy 3.1 Stream Environment Zones In expansions or modifications to Bijou Park and Golf Course, include alternatives that reduce encroachment into or increase functioning of stream environment zones.

Policy 3.2 Open Space Maintain sufficient and facilitate new open space areas for community and environmental benefit.

Recreation Goal 4 – Develop the Recreation & Aquatics Center to be a community center for residents and visitors of all walks of life.

Policy 4.1 Supporting Facilities Develop supporting facilities for the Recreation & Aquatics Center such as day use, outdoor summer camp, event, and demonstration spaces.

Policy 4.2 Integration of Art Realize the Recreation & Aquatics Center as a community hub where all individuals can find representation.

Recreation Goal 5 – Increase accessibility and experiences of beach recreation.

Policy 5.1 CTC Land Exchange Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access and exploring expansion scenarios for Lakeview Commons.

Policy 5.2 Lakeview Commons Maintain Lakeview Commons as a community hub while exploring mechanisms to increase recreation areas and environmental improvements.

Policy 5.3 Accessible Improvements Ensure beach recreation areas are accessible by walking, riding, or rolling.

CHAPTER 12 SAFETY AND NOISE

This section is supplemental to the Health and Safety Element of the City of South Lake Tahoe General Plan and the Natural Hazards Element of the TRPA Regional Plan. The policies and goals below are consistent with the City's 2022 Local Hazard Mitigation Plan to reduce or eliminate long-term risk to people and property from hazards, both natural and manmade. 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.

Existing Conditions

Citywide hazard identification and risk assessment was completed in the City of South Lake Tahoe Local Hazard Mitigation Plan 2022 Update. The significance summary from this assessment is included below.

City of South Lake Tahoe Hazard Significance Summary (Table 4-2 of LHMP)				
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	Medium
Landslide and Debris Flows: Soil Hazards	Limited	Highly Likely	Limited	Medium
Severe Weather: Heavy Rain/Thunderstorms/Hail/ Lightning/ 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
Geographic Extent Limited: Less than 10% of planning area Significant: 10-50% of planning area		Magnitude/Severity Catastrophic: More than 50 percent of property severely damaged; shutdown of		

Extensive: 50-100% of planning area	facilities for more than 30 days; and/or multiple deaths
Probability of Future Occurrences	**Overall Significance**
Highly Likely: Near 100% chance of occurrence in next year or happens every year.	Low: minimal potential impact Medium: moderate potential impact High: widespread potential impact
Likely: Between 10 and 100% chance of occurrence in next year, or a recurrence interval of 10 years or less.	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
Occasional: Between 1 and 10% chance of occurrence in the next year or has a recurrence interval of 11 to 100 years.	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
Unlikely: Less than 1% chance of occurrence in next 100 years or has a recurrence interval of greater than every 100 years.	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

Table 8: City of South Lake Tahoe Hazard Significance Summary

Noise

As more mixed-use developments are built, noise conflicts between commercial and residential uses may occur more frequently. Much of this plan area is adjacent to Lake Tahoe Blvd., where residential developments may be affected by transportation related noise pollution.

Portions of the plan area are overlayed by noise contour bands as identified in the Airport Land Use Compatibility Plan (ALUCP). Certain uses within these overlays are prohibited or require additional conditions of approval to mitigate noise interference and ensure safety and quality of life. These requirements are discussed further in *Chapter 4, Land Use and Community Design* and Table 4-1, *Noise Compatibility Criteria*, of the ALUCP.

Special events with amplified sound are reviewed individually or as an event series according to SLTCC 6.55.230 or against specific permit conditions when within a special event area. Events are reviewed to ensure that the hours of amplified sound do not cause significant disturbances to neighboring uses. In some cases, mitigation measures are placed on an event to lessen noise impacts.

Maximum community noise equivalent levels (CNEL) for the plan area are included in Table 9. TRPA Code Chapter 68 and the South Lake Tahoe General Plan Health and Safety Element provide further information regarding measuring levels for specific noise sources.

Table 9: Community Noise Equivalent Level

District/ Overlay	Tahoe Sierra Business	Harrison/ Sandy	Al Tahoe Center	Public Service	LTCC	Bijou Rec.	US Hwy 50 (overlay)	Shorezone (overlay)
CNEL	60	60	60	55	55	55	65*	55

*This standard overrides the district CNEL levels for areas within 300 feet of US Hwy 50.

Table 9: Community Noise Equivalent Level

Goals and Policies

Safety Goal 1 – Reduce or eliminate long-term risk to people and property from hazards, both natural and manmade.

Policy 1.1 Floodplain Development Do not allow additional development in 100-year floodplains unless the findings of TRPA Code of Ordinances 35.4.2(A), (B), (C), or (D) are made.

Policy 1.2 Emergency Response Advocate for the installation of emergency signals and clear zones at South Lake Tahoe Fire Station #2.

Policy 1.3 Smart Growth Implement the Area Plan's development standards which have been developed to be consistent with the State of California, Office of the Attorney General's *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act.*

Policy 1.4 Overflight Zones Require all new projects located within the overflight safety area to meet the standards and requirements of the Airport Land Use Compatibility Plan (ALUCP) in effect at the time the project is reviewed and require overflight notifications for all residential properties within the overflight notification area.

Policy 1.5 Police Access Maintain police access to high visitation areas such as Lakeview Commons, especially during peak visitation times for safer pedestrian experiences.

Policy 1.6 Community Event Safety Maintain appropriate police presence at community events for the safety of participants and surrounding areas.

Safety Goal 2: Facilitate developments that increases the City's preparedness and resilience towards hazards and disasters.

Policy 2.1 Regional Safety Partners Support Lake Tahoe Community College in developing a regional first responder safety and training facility.

Policy 2.2 Flow Requirements Coordinate with STPUD to ensure proposed developments can be supported by existing infrastructure and meet minimum flow requirements for fire suppression.

Policy 2.3 Emergency Access Ensure developments and event spaces are accessible by emergency vehicles.

Policy 2.4 Improved Fire Facilities Explore locations for the relocation of Fire Station #2 that allow room for expansion, accommodating training space, administrative offices, and increased response capacity.

Policy 2.5 Improved Police Facilities Explore the feasibility of improvements to police department facilities that allow for additional training opportunities, secure storage, and administrative offices with room for growth.

Safety Goal 3 Protect the community from harmful effects of exposure to excessive noise, including ground borne noise.

Policy 3.1 Noise Mitigation for Residential Uses Residential projects fronting US Hwy 50/Lake Tahoe Blvd. shall include features that mitigate transportation-related noise pollution, such as vegetation buffers and air conditioning.

Policy 3.2 Airport Noise Review all projects against Noise Compatibility Criteria (Table 4-1) of the Airport Land Use Compatibility Plan (ALUCP) to avoid establishing noise-sensitive uses in affected areas.

Policy 3.3 Transportation Noise Require mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan at all outdoor activity areas and interior spaces of existing noise-sensitive land uses.

Policy 3.4 Acoustic Analysis Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or anticipated exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan.

Policy 3.5 Ground-borne Noise Require an analysis of potential vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures.

Policy 3.6 Special Event Noise Review all special events for excessive noise impacts, implementing mitigation as necessary.

CHAPTER 13 IMPLEMENTATION

Mechanisms to implement an area plan's goals and vision are critical for success. If private property owners have no incentive to improve, redevelop, or sell an underused parcel, execution of the community vision becomes difficult and delayed. This section explores mechanisms to encourage private landowners to participate in community revitalization, spurring implementation of the plan within a timely manner.

Implementation Strategies

Below are implementation strategies that may be catalysts for the Mid-Town Area Plan's goals and vision. A brief introduction to each strategy and possible lead department is provided. These items are conceptual and will not be implemented alongside the Area Plan. The presence of a strategy in this section does not constitute a commitment by the City of South Lake Tahoe to implement it. These will require separate policy development, approval, and environmental review if pursued in the future.

Landbank

Development Services

Creating a landbank would allow the City to play a direct role in redevelopment. The landbank would acquire private land offered for sale. In accordance with the Surplus Land Act, the parcel would first be made available to affordable housing developers and open space entities. If it remains available, the parcel would be placed for sale for other preferred developments. The City may also choose to maintain ownership until adjacent parcels are sold or intended to be redeveloped. This provides an opportunity for parcels to be merged and redeveloped as part of a larger project area. This is particularly valuable as coverage limitations, smaller lot sizes, and irregular lot shapes are present in the Mid-Town area, all which limit development potential.

Further research would be required to identify necessary startup funds, ongoing feasibility, qualifications for desirable parcels, and characteristics of preferred developments.

Property Tax Abatement Programs

Development Services and Finance

Exploration of tax abatement programs may be included in the Mid-Town Area Plan with further direction to analyze financial implications and project eligibility. This technique may be used to target certain parcels, such as those which have remained vacant for long periods, or to incentivize specific kinds of development, such as mixed-use developments that incorporate affordable housing units.

This approach generally has low startup costs but does result in forgone revenue for the jurisdiction.

Public/Private Partnerships

Development Services and Public Works

There was widespread recognition of the benefits of collaboration with private property owners to complete more projects like the Harrison Avenue Streetscape Improvement & Bike Trail. The City should explore further opportunities to achieve areawide stormwater treatments, shared parking facilities, and pedestrian and bike infrastructure. There are lessons to be taken from the Harrison Avenue project, such as the value of parking as discussed below. Priority areas include Sandy Way, Palmira Ave, and the Al Tahoe Center as discussed under Areawide Improvements in Chapter 13.

Paid Parking

Police and Public Works

A tool often used by jurisdictions to alleviate the burden on developers of constructing and maintaining onsite parking is paid public parking and parking benefit districts. These systems assign an appropriate cost to public parking based on location and demand. Jurisdictions can remove parking minimums from private establishments, while earning funds to enhance rights-of-way with bike paths, walkways, ADA improvements, street lighting, and drainage improvements. Funds may also be dedicated to addressing other community goals such as the creation of public art.

During outreach, staff heard both support and opposition for paid parking of existing public parking and for future improvements. Further research would include a feasibility study that looks at implementation costs and enforcement needs. Community outreach would be a key component in identifying appropriate uses for the funds generated.

Corridor Beautification

Development Services and Finance

Much of the Mid-Town region fronts Lake Tahoe Boulevard. Lake Tahoe Boulevard is recognized by TRPA as a scenic corridor, though not all sections meet the attainment standards. Grants offered through a modified community investment and revitalization program as described in SLTCC 6.20 would ease the financial burden of property and landscaping maintenance. A corridor beautification program has the potential to increase curb appeal and create streetscapes that are more attractive to pedestrians and bicyclists. Qualifying improvements may include sign replacements, installation of vegetation, and minor facade improvements that increase consistency with development standards.

Program implementation includes identifying a funding source, creating eligibility criteria, and defining clear program goals. A priority zone may also be considered as was done with the original program.

In-lieu Fees for Public Improvements

Public Works

To provide more flexibility for private developers, the City may consider offering an in-lieu fee option as an alternative to constructing public improvements. This decision to allow that a fee be paid in place of constructing the improvement alongside the project is typically at the discretion of the Director of Public Works; however, City Council must first approve a fee structure. This provides benefits for both the developer, the City, and the public. Depending on the fee structure, developers may save the cost of creating the plans and construction. The contribution may be used for priority active transportation projects and areawide stormwater systems, providing the public with more complete amenities and contributing to regional water quality goals.

Public Art Funding and Priority Zone

Development Services, Parks and Recreation, and Public Works

A primary goal of the Mid-Town Area Plan is to emphasize arts and culture within this area. Should a funding source for public art be identified, the Mid-Town region may be designated as a priority zone for public art. Proposals within this zone may receive additional points in proposal review.

Reinvestment Zones

Development Services

In May of 2024, the City of South Lake Tahoe submitted a letter of support for AB 930, Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) Act. While this bill has been held under submission as of August 2024, City staff will continue to monitor state legislation for redevelopment funding opportunities.

Reinvestment projects such as Heavenly Village and the Harrison Avenue Streetscape Improvement Project delivered new and upgraded commercial spaces, safe and accessible pedestrian and bike paths, extensive stormwater treatment systems, and lively gathering spaces, demonstrating the value of this type of planning.

Defining “New Construction”

Development Services

Creating a clear definition of “new construction” would help keep properties from falling into disrepair, making them more attractive to new tenants and reducing commercial vacancy rates. It is a trend for developers to remodel buildings down to the studs, but

because the building is not demolished it does not qualify as a new construction project and certain building code requirements cannot be enforced. Defining new construction to include these kinds of projects will ensure safety, accessibility, and sustainability upgrades are diligently implemented.

Implementation would require staff time for the development and adoption of an ordinance.

Excess Coverage Mitigation Assistance

Development Services

Per Resolution 2023-051, the City offers TRPA development rights and land coverage at no cost for certain projects. This is a successful program, though development rights are most often requested in the form of residential units of use (RUU) for multifamily and accessory dwelling unit developments. Coverage is requested less frequently. For many redevelopment projects, there is extensive verified coverage on the site. In these cases, coverage is not so much a limiting factor, but the excess coverage mitigation fees can become burdensome. With direction from City Council, Resolution 2023-051 may be amended to allow for City banked coverage to be retired to serve as excess coverage mitigation for projects that demonstrate the utmost compliance with goals, policies, and guidelines.

Bijou Park and Golf Course Implementation Plan

Parks and Recreation

Following adoption of the Mid-Town Area Plan, the City Parks and Recreation Department alongside the Parks and Recreation Commission will develop a Bijou Park and Golf Course implementation plan to address opportunities related to golf course improvements with a focus on the clubhouse, course, and parking area. This approach will consider realistic deliverables, considering timelines for completion, funding mechanisms and/or gaps, and possible roadblocks or challenges.

Green Building Incentive Program

Select implementation strategies above are designed to target aging and inefficient infrastructure. Should these strategies be successfully implemented, they have the potential to not only bring buildings up to current sustainability and accessibility standards but also incorporate green building practices beyond those required.

The City has identified LEED, Energy Star, Green Point, BREEAM, and the National Green Build Standard as certification programs in alignment with the City's sustainable building and emissions reductions goals as outlined in the Climate Action Plan. Obtaining one of these certifications makes the project eligible for one or all of the incentives below. Should an applicant wish to complete a certification program not listed, the program may be reviewed by City staff for consistency with this program's goals.

In addition to requirements of the third-party certification, the following measures are encouraged:

- Appliances – All kitchen appliances meet Energy Star rating if an Energy Star designation is available for that appliance.
- Reduction in cement uses – Foundation mixes contain at least 20% reduction in cement by replacing cement with products such as flyash, slag, silica fume, or rice hull ash.
- Renewable/Recycled materials – At least 20% of all hard floor covering in the home may be a recycled content material or be of rapidly renewable materials such as bamboo, cork, natural linoleum flooring, engineered wood products, or minimum of 50% recycled content tile.
- Low VOC flooring – At least 80% of the total area of resilient flooring installed may be certified under the Resilient Floor Covering Institute (RCFI) FloorScore program and at least 80% of the total area of carpet meet the CRI Green Label Plus requirements for carpet.
- Radon Resistant construction – Radon resistant construction that meets the criteria of the Basic Techniques for Radon Resistant Construction recommended by the US EPA, is included in the project and the owner has been provided with information on radon risks, the radon resistant construction in the home, and radon testing options.
- Sustainable deck products – All decks surfaces utilize Forest Stewardship Council (FSC) certified wood, salvaged wood, or recycled content plastic or composite decking. Plastic or composite decking materials must be approved by the Office of the State Fire Marshall for use in the Wildland Urban Interface area.
- Low water consumption landscaping – The project does not include lawn area greater than 5% of the lot area and all landscaping is irrigated with a drip irrigation system that includes soil moisture control sensors.
- Kitchen faucet – Maximum flow rate at sink faucets is not greater than 1.5 gallons per minute at 60 psi.

Residential Project Incentives

Residential projects that voluntarily achieve third-party Green Building certification would be eligible for the following:

- Priority plan check, over all other projects, by all City Departments.
- Priority on the residential allocation waiting list.
- Recognition at a televised City Council meeting and on the City Website.

Commercial Project Incentives

Commercial projects that voluntarily achieve third-party Green Building certification would be eligible for the following:

- Priority plan check, over all other projects, by all City Departments.
- CFA allocation from the City's unallocated CFA pool.
- Recognition at a televised City Council meeting and on the City Website

Proof of Certification

All applications for projects utilizing this program shall include a signed testimony and documentation demonstrating their intent to obtain green building certification and provide final certification prior to issuance of a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to $10,000 to receive a certificate of occupancy for the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into the City fund to be used for City sustainability efforts.

Areawide Improvements

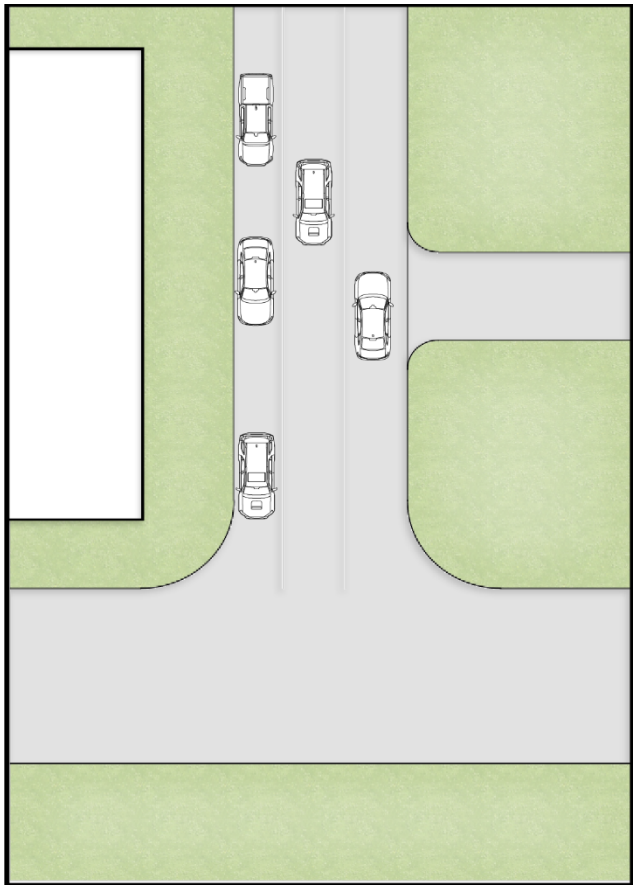
The following are put forward as conceptual plans for specific areas of Mid-Town. Stakeholders identified these areas as having great potential to create multi-use community spaces.

Tahoe Sierra Business District: Bike Boulevard

Much of the Tahoe Sierra Business District does not have dedicated bike lanes but rather has shared facilities between bikes and cars. Space is a limiting factor for constructing bicycle and pedestrian improvements. Considering these limitations, the following diagrams were created to explore how to prioritize bike travel, as well as to deter drivers from using local streets as shortcuts. The diagrams below use existing conditions along Palmira Avenue. Final plans will be based on further input from the community and adjacent business owners. Further research should also include road capacity and speed analysis.

Existing Conditions

Today, Palmira Avenue is a two-way road with no pedestrian infrastructure. Although not striped, vehicles are frequently parked along the road behind existing commercial uses. The street was identified by the community as an opportunity location for enhanced bike infrastructure due to its location along a commercial corridor and potential for further integration into the existing bike and pedestrian network.



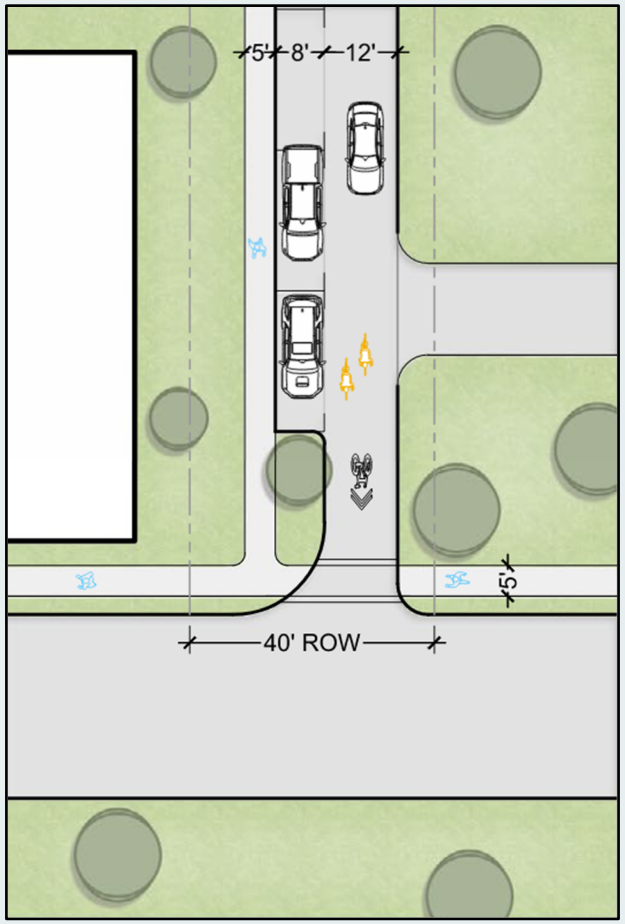
The existing roadway is approximately 24 feet in width within a 40-foot right-of-way. This area is not adequate to accommodate two drive lanes, formalized parking, and pedestrian infrastructure, so various layouts are explored.

Design Concepts

The following concepts illustrate alternate ways to accommodate multiple modes of transportation. In addition to the diagrams shown, feasibility of a Class I bike path alongside vehicle travel ways should be explored to advance safety and connectivity of bicycle traffic. Final designs would incorporate striping, signage, and other design strategies as appropriate.

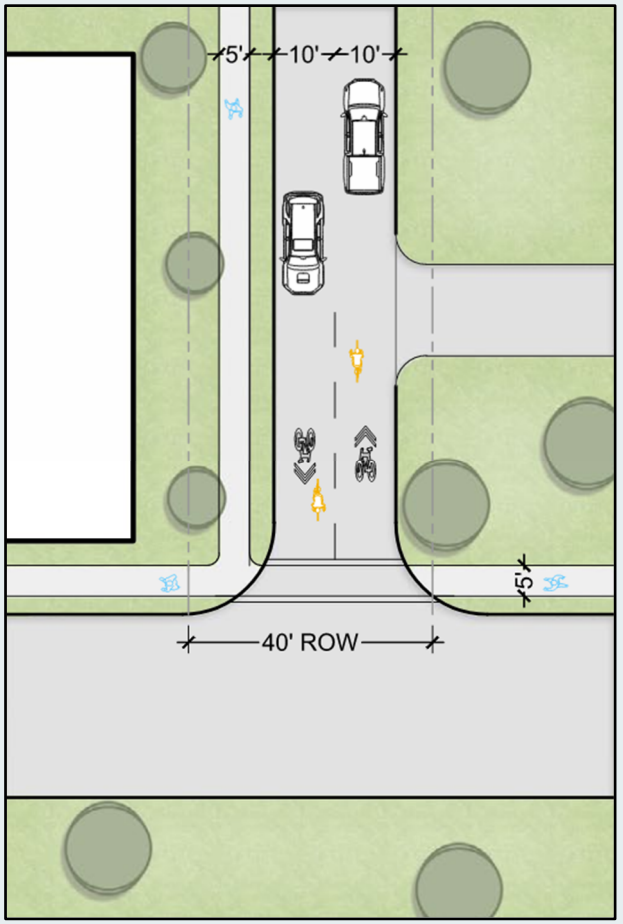
CONCEPT A

Concept A visualizes Palmira Ave. as a one-way road, formalizing street parking and pedestrian infrastructure. A southwest direction of travel is shown to prevent eastbound travelers on US 50 from using the bike boulevard as a pass-through.



CONCEPT B

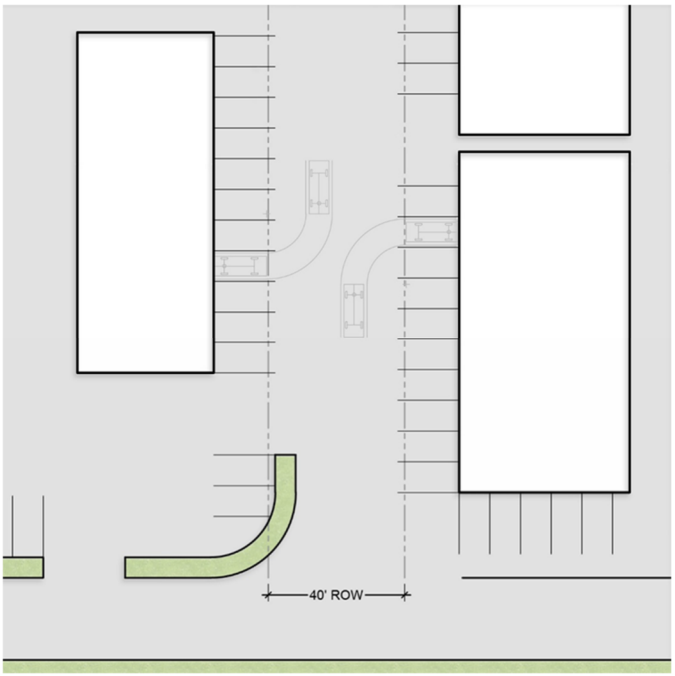
Concept B retains two-way traffic and provides pedestrian infrastructure. This concept lacks on-street parking to accommodate two-way traffic.



Harrison/Sandy District: Streetscape Improvements~~Shared Parking~~

Existing Conditions

The Sandy Way area of this district suffers from a lack of pedestrian infrastructure and stormwater infrastructure. Most parking spaces require vehicles to back into roadways at sharp angles, creating unsafe conditions for all users. The topics below discuss approaches to address these concerns as well as update and install stormwater infrastructure, facilitate pedestrian circulation, and enhance the area with native landscaping. Such improvements have the potential to improve economic viability of businesses by creating pedestrian-focused streetscapes and public spaces which draw potential customers to the area.



On-Street Parking

A plan such as that applied to Harrison Avenue through the Harrison Avenue Streetscape Improvement and Bike Trail project would address many of the community's concerns for the Sandy Way region of this district. Some of these methods have been conceptually applied to Sandy Way through the diagrams below. Final plans may vary based on parking demand analyses, stormwater system planning, further community outreach, cost evaluation, and results of outreach to property owners.

Off-Street Parking

The City should enhance off-street public parking, specifically around Lakeview Commons where unfinished shoulders and dirt are used for parking. Should the 56 Acres Master Plan be amended, consider how public shared parking, time limits, and parking technology in this district could maximize the use of public parking.

Parking Management

Parking spaces near commercial uses may be limited to periods of time (30-minute, 1-hour, 2-hour parking, etc.) or marked as reserved for specific businesses to prevent long-term beachgoers from using these spaces, which are often critical to the success of local businesses. Fees may be explored for street parking to ensure ongoing improvements and maintenance of the shared facilities.

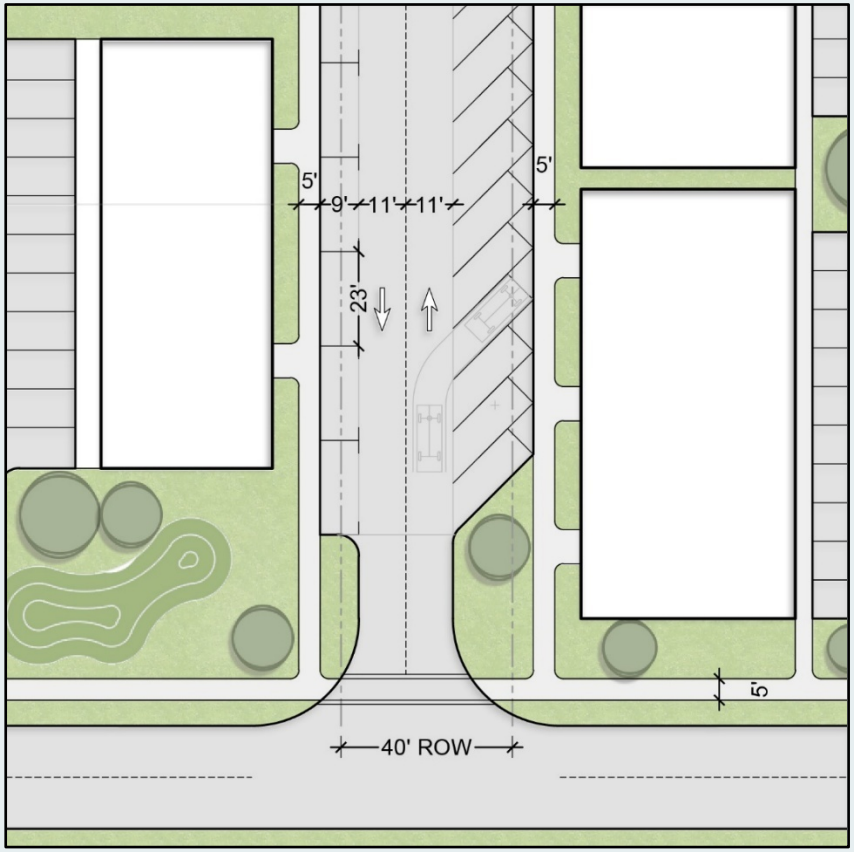
To further discourage long-term parking at commercial establishments, signage may be used to indicate the intended use of certain parking areas. Signage reading “Beach Parking,” “Business

Customer Parking Only," or "Employee Parking" may reduce confusion and improve parking availability for the diverse groups of people who visit the area.

Design Concepts

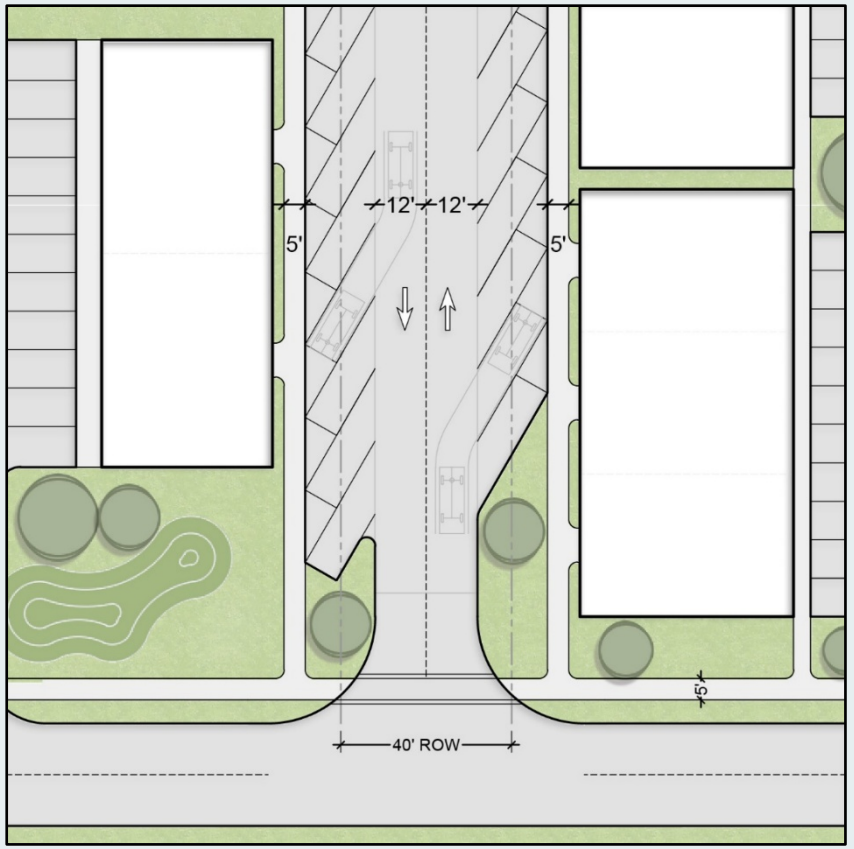
CONCEPT A

Concept A for Sandy Way maintains a two-way flow of traffic but realigns the parking spaces to increase visibility for drivers backing into the street. Sidewalks on both sides of the street are



CONCEPT B

Concept B presents a similar two-way flow of traffic with angled parking on one side of the street and parallel parking on the other.



Al Tahoe Center: Community Riverwalk





Parcels within this district have the unique opportunity to complement community spaces with Trout Creek and the surrounding natural area. While the stream environment zone shall not be encroached upon, commercial uses may take advantage by providing scenic views of Trout Creek from open-air pedestrian walking and seating areas. Applying a riverwalk concept along the southern side of these parcels has the potential to create a natural draw to the area.

Pedestrian oriented improvements are especially important at this major intersection. The Al Tahoe Center has the potential to connect and draw activity from the lively Harrison Avenue area to the Tahoe Sierra Business District. Al Tahoe Boulevard is also a major funnel towards Bijou Community Park and Lake Tahoe Community College. The riverwalk itself could serve as a connection from Lake Tahoe Boulevard to Al Tahoe Boulevard and to College Trail leading to Lake Tahoe Community College, providing individuals with relief from Lake Tahoe Boulevard and increasing the likelihood of interaction with adjacent businesses. There is an existing bus stop at the western end of the district to further facilitate this connection.



Bijou Recreation District: Site Design and Vision

Programming

The concepts in this section serve as examples of how Bijou Community Park and Golf Course may be optimized to meet changing community needs. They identify uses that exist and should be maintained and enhanced, as well as new and alternative uses. The Area Plan does not identify a preferred concept, rather poses these diagrams for consideration in future park planning efforts. They identify community wants, such as expanded uses, as well as operational needs, such as a Parks and Recreation Department maintenance facility. Further outreach should be done to understand user demand to determine appropriate footprints for program elements, as well as how to best develop the spaces for specific user group needs. Staff will work to identify future funding opportunities.





Community Gathering and Events

Throughout all discussions regarding Bijou Park, an emphasis was made on flexible gathering places, be these for public events; rental space for families, teams, or other private events; or unofficial meetups. The existing rental spaces are highly utilized. Additional opportunities should be sought for community members to reserve pavilions or similar group gatherings. Where larger gatherings are expected, reinforced turf should be used to prevent damaging plant life or soil.

Bijou Park currently hosts free movie nights but lacks an official gathering/demonstration area. Interest in an appropriately scaled amphitheater for community events and demonstrations should be explored. The amphitheater may also be designed to function as a public sled hill in the winter months.

Golf Course

It has long been a goal to relocate Bijou Golf Course operations to a City-owned property. This would provide the opportunity to establish a new facility that hosts a variety of events and addresses maintenance needs, while removing coverage from SEZ. Concept B explores a scenario in which additional land has been acquired for recreation uses. This would allow for expansion of existing uses; new uses; shared parking; and a new clubhouse that is more integrated with Bijou Park.

Another option is presented in Concept C, which locates golf operations at 1200 Johnson Blvd. near Marlette Circle, a parcel already owned by the City. This alternative is a more feasible, short-term option, though the golf course remains isolated from Bijou Park. The relocation of golf course operations would require reconfiguration of the course. It will be a focus of the Bijou Park Implementation Plan and related outreach efforts to identify a preferred and feasible future for Bijou Golf Course. Reconfiguration of the course may provide opportunities to remove portions of tees, greens, and fairways from the Stream Environment Zone. Thoughtful reconfiguration may create space for accessory golf uses, such as putting greens or a warmup hitting bay.

Concessions

As detailed in *Recreation Policy 2.9: Concessions,* recommission and upgrade the existing (non-operational) concession stand to accommodate desired uses during peak season. The concession stand may sell traditional items such as snacks and drinks but may also provide rental equipment such as helmets. This is intended to be a service only; employees of the concession stand should not be responsible for the enforcement of the park's rules. Relocation of golf course operations may provide an opportunity for consolidation of a golf pro shop and Bijou Park concessions.

Additional services discussed by community groups included:

- Rental/loaner helmets to skate and bike park users
- Disc golf pro shop
- Items for tidying facilities (brooms, rakes, leaf blower, etc.)
- Tools for equipment quick fixes
- Prepackaged drinks and snacks
- Simple first aid supplies (bandages, ice packs, etc.)
- Water bottle refill station

New and Year-round Uses

With the rapid popularization of pickleball, there was community interest in public pickleball courts. With enough public interest, consider opportunities to develop a pickleball tournament facility, drawing tourists to South Lake Tahoe and creating an additional source of revenue for park maintenance or future improvements. Uses such as this that require hard coverage should be made adaptable to facilitate other sports such as basketball and tennis.

Explore the viability of creating a community garden that teaches about high altitude gardening, water-wise planting, and plant species culturally and environmentally significant to the Washoe Tribe and Tahoe Basin. Collaborate with Lake Tahoe Community College to identify opportunities for students of relevant programs to manage and maintain the community garden, with potential to be integrated as part of coursework. To reduce spatial demand and contribute to water quality improvements, consider opportunities for these features to serve as soil stabilization and water infiltration systems.

Many stakeholders shared a desire for low barrier recreation opportunities in the winter months. Items discussed included a warming hut to support winter recreation in the park and adjacent meadow, such as sledding, snow bikes, and cross-country skiing. A new golf clubhouse could be

designed to accommodate this, as well as host a variety of private and public events. Should there be a need or desire, an indoor driving range simulator would allow golfers to practice when the course is not playable.

As the park evolves, consider opportunities to reconfigure existing disc golf holes, especially those near roadways which may pose a hazard to players or public safety. Collaborate with the South Tahoe Disc Golf Association to identify new course alignments which would provide the same or better experience. Consider amenities which will continue to improve user experience and draw new players to the course. Such amenities may include a gathering plaza, restrooms, updated signage, or seating areas.

Use and Maintenance

All materials should be long-lasting, suited to the local climate, and require minimal maintenance. These items are especially applicable to the bike and skate parks. Maintenance for all City recreation facilities can be enhanced by the identification of an area for park offices and maintenance. Bijou Community Park is a central location that would allow staff efficient access to major service locations.

During seasons with limited daylight hours, getting to the park after school or work but before twilight is often challenging. Ample lighting in key locations should be provided to extend use of the park into the evening hours.



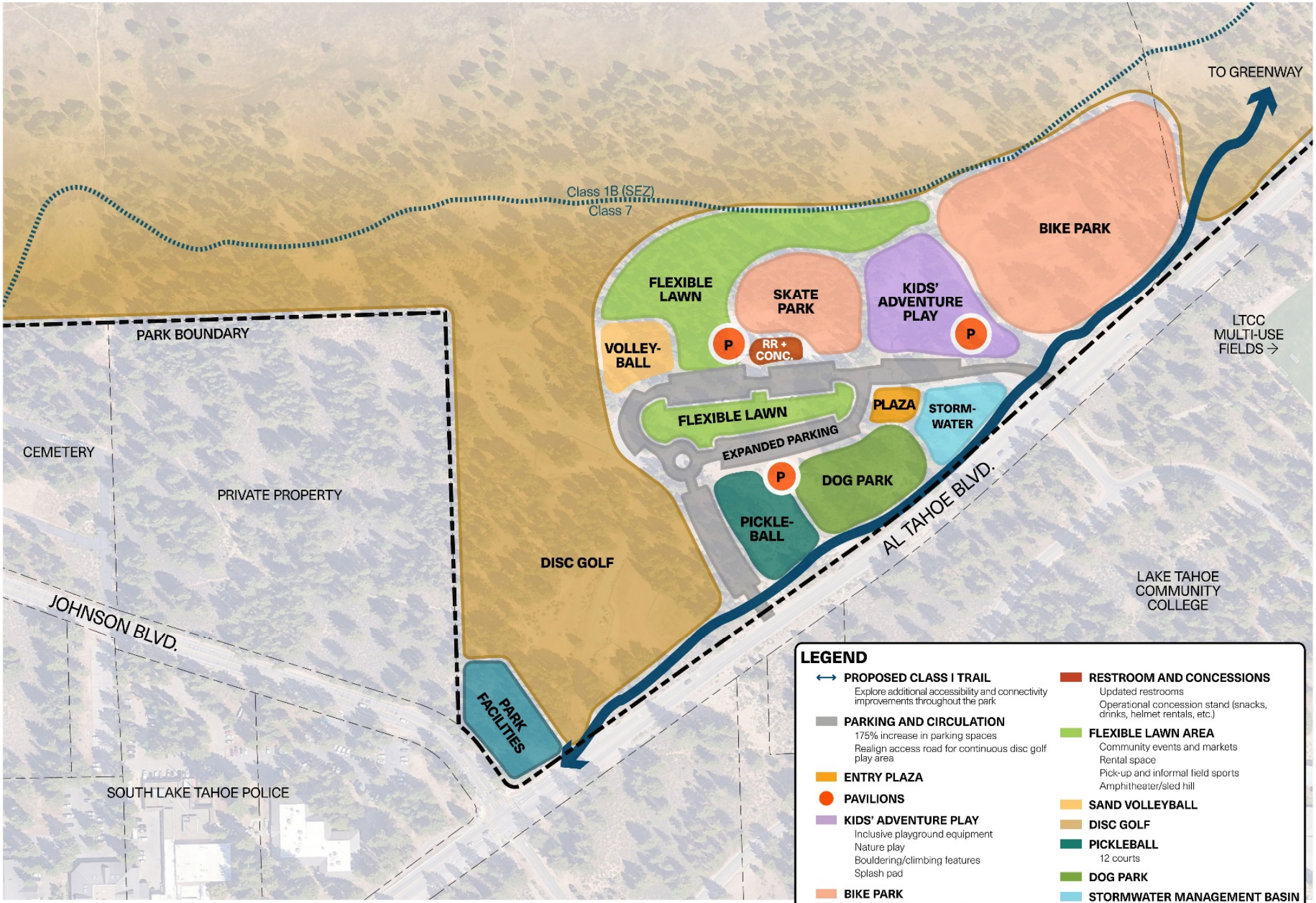


Connectivity

The diagrams' legends note the need for additional accessibility and connectivity improvements throughout the park. Sense of place can be made stronger through a central entry plaza which welcomes visitors and orients them with maps and other informational signage. Multiple uses should be accessible without relying on parking areas for paved connections. Not only would paths serve to connect uses, but a meandering path is also an opportunity to incorporate running as a new activity or guide one through artistic and educational displays.

It is important for the park to be better integrated with the surrounding area. Design of future amenities should anticipate bus service to the park, providing pleasant waiting areas with amenities such as restrooms, water bottle refill stations, and shade structures. Crossings between Lake Tahoe Community College and Bijou Park should be strengthened, as these

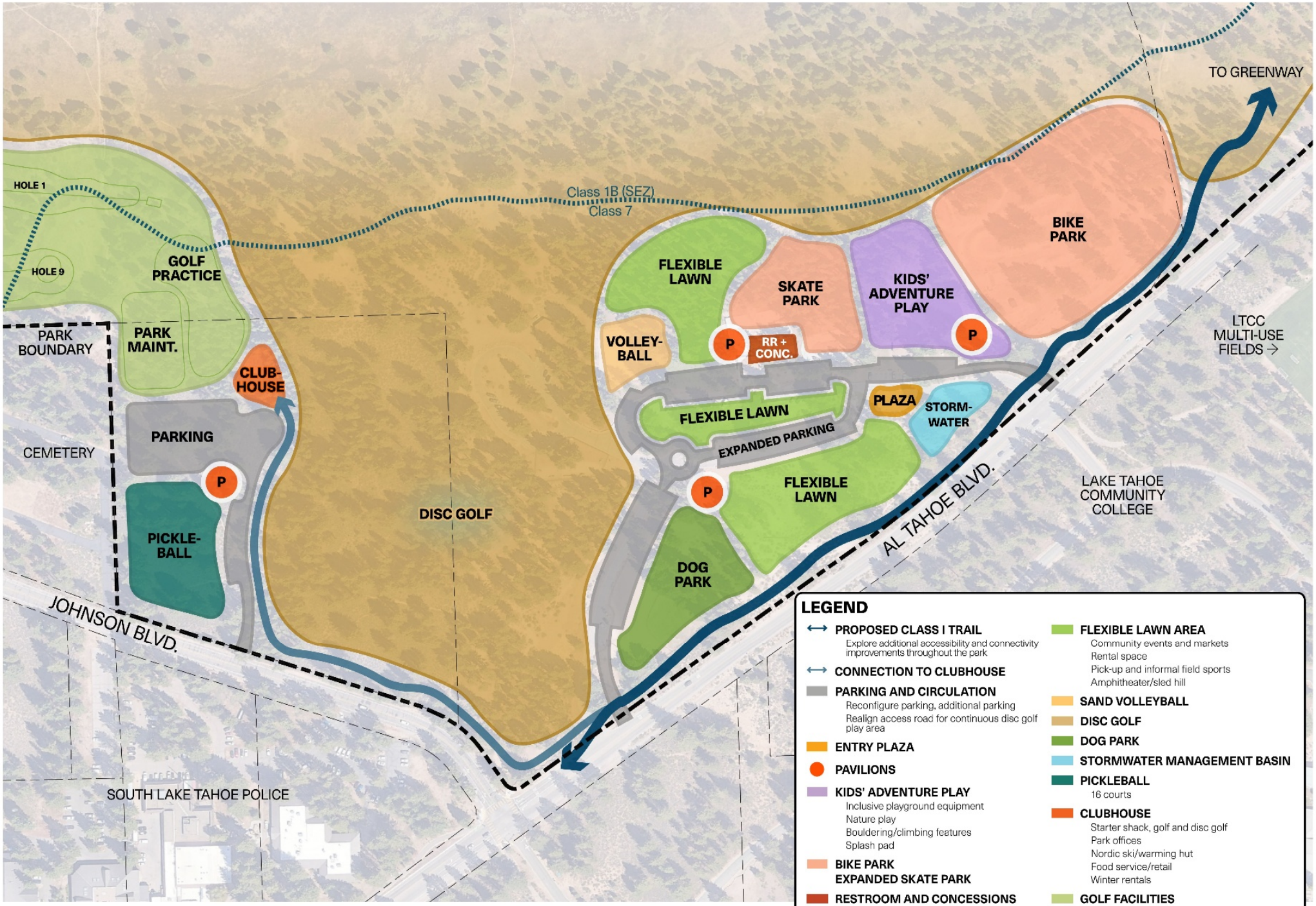
parcels often serve one another during special events. Efforts in this area are moving forward with the recently constructed Bijou Park Multi-use Connector Path, which includes a pedestrian activated beacon crossing at the entrance of Bijou Community Park and College Drive.



ncept A | BIJOU COMMUNITY PARK

N 0 60 120 240

DESIGNWORKSHOP
November 2024

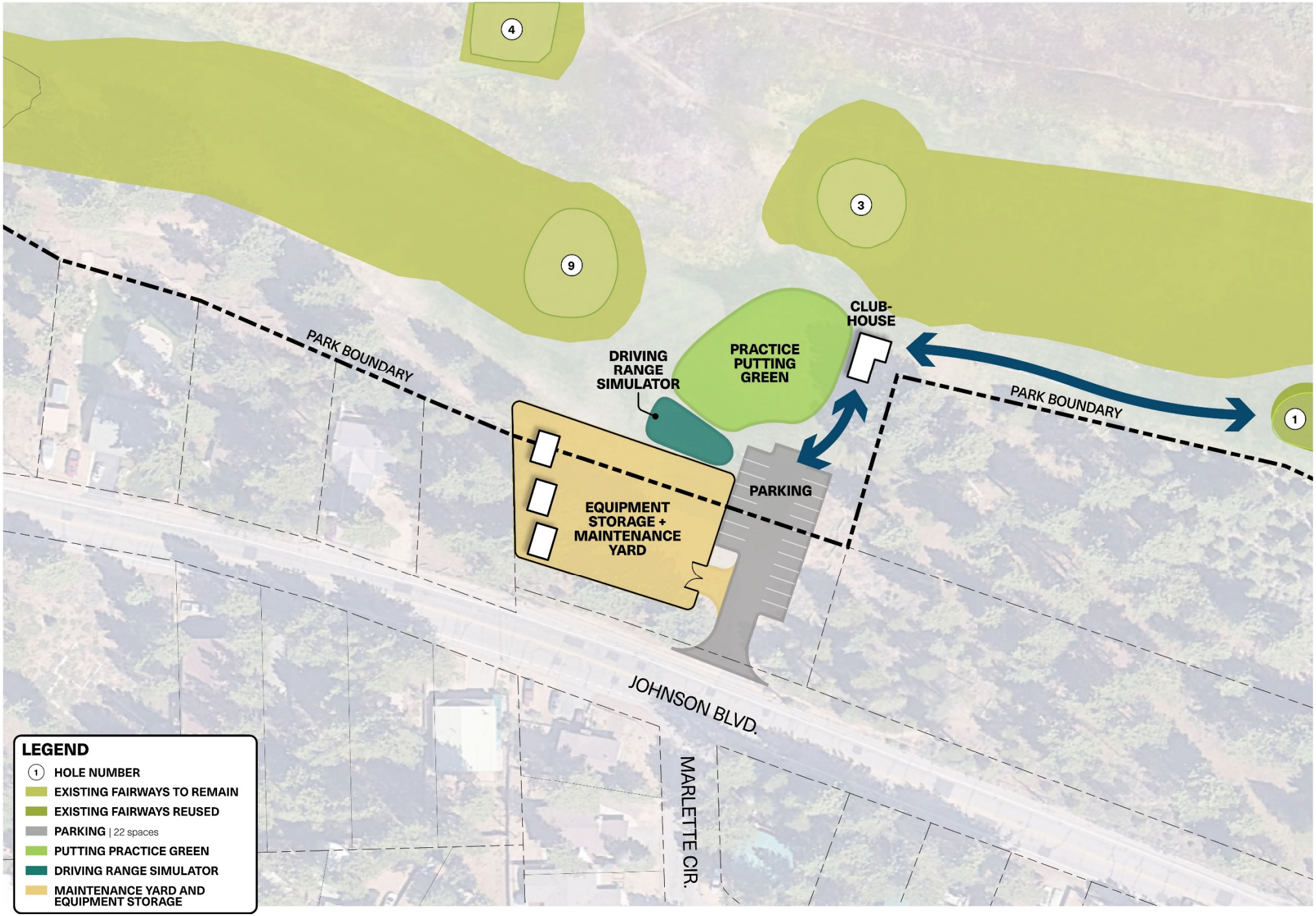


ncept B | BIJOU COMMUNITY PARK

N 0 60 120 240

DESIGNWORKSHOP
November 2024

1032



ncept C | BIJOU GOLF COURSE

N 0 20 40 80

DESIGNWORKSHOP
September 2024

Appendix A: Development and Design Standards

Applicability

The following sections identify permissible uses and densities; site and building design standards; and site improvements that all new construction and major redevelopment projects must meet. Smaller projects such as façade improvements must only meet the standards applicable based on the project scope. It shall be up to staff discretion to determine if a project is new construction, major redevelopment, or a more limited scope.

City-only design or operational standards may be waived by the Director of Development Services where strict application would interfere with the use of specialized equipment, unique operations, or create an unsafe environment.

Apart from setback, height, and color, features that are not defined as structures by the California Department of the State Architect are exempt from City-only design standards.

Many standards are based on a parcel's designation within or outside of the Town Center. To see where a parcel is located, reference Figure 18 on the following page.

No City interpretation, waiver, variance, exception, ministerial process, or discretionary approval may waive or reduce any TRPA Code requirement, TRPA-retained review requirement, or requirement necessary for TRPA Regional Plan conformance.

Standards are required to be met.

Exceptions are provided when strict application of the standard would render a project infeasible or to achieve a desired element for unique projects or project areas. Exceptions may be granted at the reviewer's discretion, and in some cases require approval by the Director of Public Works. Exceptions that call out a specific district shall be treated as standards in that projects are required to comply. Exceptions to TRPA standards are not allowed.

Guidelines are provided to clarify the intention of standards and give developers further guidance. Guidelines should be followed to increase the likelihood of project approval.

Variances of requirements other than those of TRPA standards may be allowed per South Lake Tahoe City Code (SLTCC) Chapter 6.55, Article VII.

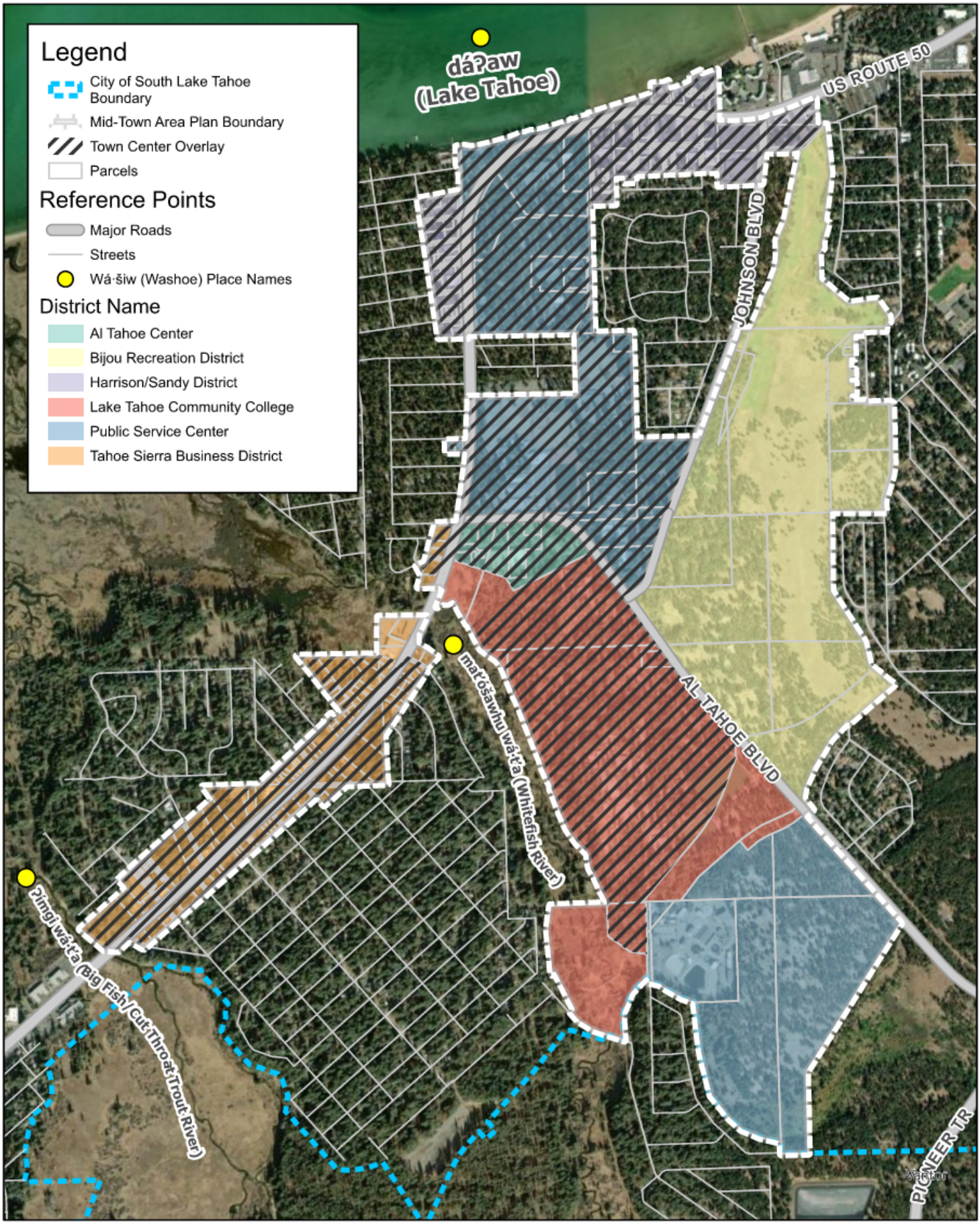


Figure 18: Mid-Town Districts with Town Center Overlay

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

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Figure 18: Mid-Town Districts with Town Center Overlay

Permissible Uses

Use regulations are established by letter designations as listed below. The designations apply strictly to the permissibility of land uses. While a use may be allowed, applications for buildings or structures may require a discretionary design review. Uses not listed are prohibited within the plan area. Definitions for all uses are included in Appendix B. Where numbers are present, refer to the footnotes at the bottom of the table.

"A" designates an allowed use subject to zoning compliance. Allowed uses may be established as the primary, secondary, or accessory use of a building.

"S" designates uses that are permitted subject to approval of a Special Use Permit per SLTCC 6.55.620 and TRPA Code of Ordinances Section 21.2.2. Special use permits are discretionary.

"TRPA" indicates uses that require direct TRPA review and permitting. Additional projects may require TRPA review per the Memorandum of Understanding between the City and TRPA.

Table 10: Permissible Uses

	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Residential						
Manufactured/Mobile home dwelling	S4	-	-	-	-	-
Multiple family dwelling	A	A	A	A	A	S
Multi-person dwelling	A	A	A	A	A	S
Nursing and personal care	A	A	A	A	-	S
Residential care	A	A	A	A	-	S
Single family dwelling	A1	A1	A1	-	-	S
Tourist Accommodation						
Bed and breakfast facilities	S	~~A8~~A7	-	-	-	-
Hotel, motels, and other transient dwelling units	A5	~~A8~~A7	-	-	-	-
Timeshare	S	S7	-	-	-	-
Commercial: Retail						
Building materials and hardware	S	-	-	-	-	-

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Auto, mobile home and vehicle dealers	S	-	-	-	-	-
Eating and drinking places	A	A	A	A	-	-
General retail	A	A	A	A	S	-
Mail order and vending	A5	-	-	-	-	-
Nursery	A2	A2	A2	-	-	-
Outdoor retail sales	S	S	S	-	S	-
Service stations	S4,5	S4	-	-	-	-
Commercial: Entertainment						
Amusement, recreation, & entertainment facilities	A3,5	A3	A3	A	-	-
Special event area	S	S	S	S	S	S
Outdoor amusements	S	S	-	A	S	-
Commercial: Services						
Animal Services	A	A	A	-	-	-
Auto Repair and Service	S4,5	-	-	-	-	-
Broadcasting studios	A	A	A	-	A	-
Business support services	A4	A4	A4	A4	-	-
Contract construction services	S	-	-	-	-	-
Health care services	A	A	A	-	-	-
Laundries and dry-cleaning plants	S4	-	-	-	-	-
Professional offices	A	A	A	A	A	-
Repair services	A4	A4	A4	-	-	-
Schools - business and vocational	A	A	A	A	A	-
Secondary storage	S	S	S	A	A	S
Commercial: Light Industrial						
Small commercial kitchen	A	A	A	-	-	-
Printing and publishing	A	A	A	-	-	-
Small-scale manufacturing	A	A	A	A	A	-

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Commercial: Wholesale/Storage						
Storage yards	-	-	-	S4	-	-
Vehicle storage and parking	S4	S4	S4	S4	S	S4
Warehousing	S	-	-	-	-	
Public Service: General						
Cemetery	-	-	-	S	-	A
Cultural facilities	A	A	A	A	A	S
Day care centers/preschools	A	A	A	A	A	-
Government offices	A	A	A	A	A	-
Local public assembly facilities	A	A	A	A~~,10~~	A	S
Local post office	A	S	A	A	A	-
Local public health and safety facilities	A4	S4	S4	A4~~,10~~	A4	S4
Regional public health and safety facilities	-	S4	-	A4~~,10~~	S4	-
Membership organization	A	A	A	A	A	S
Public utility centers	S4	-	-	A4~~,10~~	S4	-
Power generating	-	-	-	S4	S4	-
Schools - kindergarten through secondary	S4	-	S4	A4	A4	-
Schools - college	-	-	-	A4	A4	-
Social service organizations	A	A	A	A	A	-
Threshold-related research facilities	S	S	-	A~~10~~	A	-
Public Service: Linear Facilities						
Pipelines and power transmission	S	S	S	S	S	S
Transit stations and terminals	S4	S4	S4	S4	S4	S4

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Transportation routes	S	S	S	S	S	S
Transmission and receiving facilities	S	S	S	S	S	S
Recreation						
Beach recreation	-	A4	-	A4	-	-
Boat launching	-	~~S4~~A4,6	-	A4,6	-	-
Cross country ski course	-	-	-	A	A	S
Day use areas	A	A	A	A	A	A
Golf courses	-	-	-	-	-	A2,4
Marinas	-	S, TRPA (9)	-	-	-	-
Participant sports facilities	S2	-	S2	A2	A2	A2
Outdoor recreation concessions	S	A	S	S	A	A
Water oriented outdoor recreation concessions	-	A	-	A	-	-
Riding and hiking trails	S	-	S	-	A	S
Developed campgrounds	-	-	-	A4	-	-
Group facilities	-	-	-	S	A	-
Recreation centers	-	-	-	A	A	S
Visitor information centers	A	A	A	A	A	-
Resource and Wildlife Management						
Reforestation	A	A	A	A	A	A
Sanitation salvage cut	A	A	A	A	A	A
Selection cut	-	A	A	A	A	A
Special cut	-	A	A	A	A	S
Thinning	A	A	A	A	A	A
Timber stand improvement	A	A	A	A	A	S
Tree farms	A	-	-	-	-	-
Early successional vegetation management	A	A	A	A	A	A

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Nonstructural fish habitat management	A	-	-	-	-	A
Nonstructural wildlife habitat management	A	-	-	-	-	A
Structural fish habitat management	A	-	-	-	-	S
Structural wildlife habitat management	A	-	-	-	-	S
Fire detection and suppression	A	A	A	A	A	A
Fuels treatment	A	-	-	A	-	S
Insect and disease suppression	A	S	S	S	S	S
Sensitive plant management	A	A	A	A	A	A
Uncommon plant community management	A	A	A	A	A	A
Erosion control	A	A	A	A	A	A
Runoff control	A4	A4	A4	A4	A4	A4
Stream environment zone restoration	A	A	A	A	A	A
Open space	A	A	A	A	A	A
~~Shorezone and Lakezone~~						
~~Beach recreation~~	~~-~~	~~TRPA – A4~~	~~-~~	~~TRPA – A4~~	~~-~~	~~-~~
~~Boat launching facilities~~	~~-~~	~~TRPA – S4,6~~	~~-~~	~~TRPA – S4, 6~~	~~-~~	~~-~~
~~Commercial boating~~	~~-~~	~~TRPA – S6~~	~~-~~	~~TRPA – S6~~	~~-~~	~~-~~
~~Construction equipment operation~~	~~-~~	~~TRPA – S~~	~~-~~	~~TRPA – S~~	~~-~~	~~-~~
~~Construction equipment storage~~	~~-~~	~~TRPA – S4~~	~~-~~	~~TRPA – S4~~	~~-~~	~~-~~
~~Marinas~~	~~-~~	~~TRPA – S4,7~~	~~-~~	~~TRPA – S4,7~~	~~-~~	~~-~~

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
~~Recreational boating~~	-	~~TRPA – S~~	-	~~TRPA – S~~	-	-
~~Safety and navigation facilities~~	-	~~TRPA – S~~	-	~~TRPA – S~~	-	-
~~Salvage operations~~	-	~~TRPA – S~~	-	~~TRPA – S~~	-	-
~~Seaplane operations~~	-	~~TRPA – S4~~	-	~~TRPA – S4~~	-	-
~~Tour boat operations~~	-	~~TRPA – S4~~	-	~~TRPA – S4~~	-	-
~~Waterborne transit~~	-	~~TRPA – S~~	-	~~TRPA – S~~	-	-
~~Water intake lines~~	-	~~TRPA – S~~	-	~~TRPA – S~~	-	-
~~Water-oriented outdoor recreation concessions~~	-	~~TRPA – S4~~	-	~~TRPA – S4~~	-	-

Footnotes

1. Condominiums only – see multiple family dwelling density. Existing single-family dwellings, not a part of a condominium development at the time of adoption, may be redeveloped as single family dwellings subject to SLTCC 6.85.030.
2. See TRPA Code of Ordinances 60.1.8 Fertilizer Management.
3. Facilities with maximum capacity of over 80 people require Special Use Permit.
4. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity," triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone. See Figure 16 and TRAP Code of Ordinances 60.3.3.D.
5. Prohibited on APN 026-221-022. Contact City staff for assistance in identifying parcel.
6. Launching of boats for commercial purposes is prohibited outside of marinas.
7. ~~Applications for marinas shall not be accepted unless a TRPA Code of Ordinances amendment occurs.~~
8. ~~8.~~7. New tourist accommodations are prohibited north of Lake Tahoe Boulevard.
9. ~~A special event permit is required for boat races using Lakeview Commons as a viewing location.~~
10. ~~Special Use Permit not required for facilities on parcels 025-061-032, 025-041-019, 025-051-033, 025-061-035, and 025-071-022. Design review may be required.~~
8. Uses within the 56-Acres Master Plan site shall be consistent those allowed per the grant deed, El Dorado County Recorder-Clerk DOC# 2022-0034737.

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (~~11~~8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
~~11.~~9. TRPA does not allow new marinas.						

Density

Existing Density

Standard: No Net Loss of Residential Units When a parcel containing multiple residential units is redeveloped to a lower density or to non-residential use, the units not rebuilt on site shall be redeveloped elsewhere in the plan area and shall be equivalent in size and number of bedrooms as those being replaced. A deed restriction shall be placed on any resulting single-family dwelling, including condominiums, prohibiting use as a vacation home rental as defined in City Code Section 3.50.370.

Proposed Density

Within Town Center Overlay

Reference Figure 18 for Mid-Town Area Plan Districts with Town Center Overlay.

The numbers below represent the range of densities allowed within the specific district, measured in units per acre. Exceptions to the minimum and maximum densities are detailed at the end of the table (Notes applicable to all districts).

	Tahoe Sierra Business (STB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC)	Lake Tahoe Community College (LTCC)
Manufactured/Mobile home dwelling (units/acre)	1-8	-	-	-	-
Multiple family dwelling (units/acre) **(1)**	6-65	6-65	8-65	2-65	2-65
Multi-person dwelling (persons/acre)	2-62	2-62	2-62	2-62	2-62

Nursing and personal care (persons/acre)	2-62	2-62	2-62	2-62	-
Residential care (persons/acre)	2-62	2-62	2-62	2-62	-
Single family dwelling (units/acre)	See the multiple family dwelling density for condominiums.			-	-
Bed and breakfast facilities (units/acre)	2-10	2-10	-	-	-
Hotel, motels, and other transient dwelling units (units/acre)	2-40	2-40	-	-	-
Timeshare (units/acre)	2-40	2-15	-	-	-
Developed campgrounds (sites/acre)	-	-	-	15	-
Group facilities (persons/acre)	-	-	-	50	50

Notes applicable to all districts.

1. This table represents densities adopted by the City of South Lake Tahoe, which only apply to the extent they are lower than the maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1. Maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 supersede those listed here. The maximum density per TRPA Code of Ordinances Table 13.5.3-1 shall be applied, including subsequent amendments to increase density.
2. Residential and mixed-use projects as described in TRPA Code of Ordinance 36.13, where residential units are 100 percent deed restricted to tenants or owners meeting TRPA definitions for affordable, moderate, or achievable are exempt from density standards per TRPA Code of Ordinances 13.5.3.I.B.
3. Developments may be exempt from the minimum multifamily density in the following cases.
    A. Where there is an existing multifamily development additional units may be added without bringing the parcel into compliance with the minimum density.
    B. Where the development is mixed-use and
        I. Housing is restricted to employees of the nonresidential use;
        II. The primary use is public service;
        III. Vertical mixed-use, the first floor shall be dedicated to non-residential uses.
        IV. Horizontal or detached mixed-use, at least 25 percent of the gross floor area shall be dedicated to non-residential uses.

4. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units (including compact mixed-use units) shall not be considered in the calculation of density.
5. The unique density for each use as part of a mixed-use project shall apply, notwithstanding TRPA Code of Ordinances 31.5.

Outside of Town Center Overlay

Reference Figure 18 for Mid-Town Area Plan districts map with the Town Center Overlay.

The maximum density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1, Maximum Densities, and as subsequently amended for all districts except for the Bijou Recreation District for which densities are stated in the table below.

1. Certain residential and mixed-use projects are exempt from density standards per TRPA Code of Ordinances 31.4.1.A.
2. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units (including compact mixed-use units) shall not be considered in the calculation of density.

Bijou Recreation District	
Single family dwelling (units/parcel)	1 primary unit, plus ADUs per SLTCC 6.85.050 See multiple family dwellings for condominium densities.
Multiple family dwelling (units/acre)	2-4
Multi-person dwellings (persons/acre)	2-10
Nursing and personal care (persons/acre)	2-10
Residential care (persons/acre)	2-10

Bijou Recreation District Notes

1. Density in this area is limited due to the current capacity of the wastewater infrastructure. Upon replacement of this system, the standards in TRPA Code of Ordinances Table 31.3.2-1 shall apply. This does not apply to 1355 Johnson Blvd (APN 025-010-050) and 1261 Johnson Blvd (APN 025-010-056) which maintain the density as allowed under the Bijou/Al Tahoe Community Plan (15 units per acre).

Land Coverage and Development Rights

Land coverage and development rights are cornerstones of the Tahoe Regional Planning Agency's (TRPA) mission to preserve and restore Lake Tahoe's clarity. They are intended to guide responsible development of the Tahoe Basin.

Land Coverage

Generally, land coverage consists of the footprint, measured in square feet, of manmade improvements on a site. This includes but is not limited to foundations of primary structures, foundations of accessory structures, roads, streets, sidewalks, driveways, and parking lots.

Reference Figure 18 for Mid-Town Area Plan districts with the Town Center Overlay.

Standard Land coverage shall be regulated by TRPA Code Chapter 30, as summarized below. Where differences arise between this document and TRPA Code Chapter 30, the TRPA Code prevails.

1. *Within Town Centers*, the maximum land coverage shall be:
    A. 70 percent of the project area that is further than 300 feet from the high-water line of Lake Tahoe and Land Capability Districts 4 through 7. Refer to table below for all other land capabilities.
    B. 50 percent of the project area that is within 300 feet of the high-water line of Lake Tahoe and Land Capability Districts 4 through 7. Refer to table below for all other land capabilities.
    C. Land coverage above 70 percent may be allowed for multi-family developments or mixed-use developments with a residential component as described in TRPA Code of Ordinances 36.13 that are in Land Capability Districts 4 through 7, subject to the standards as described in TRPA Code of Ordinances 30.4.2.B.6.
2. *Outside Town Centers,* the maximum land coverage shall be the base allowed per Land Capability District or as identified by the Individual Parcel Evaluation System (IPES) on a parcel's land capability verification.
    A.

Land Capability District	Base Allowed Land Coverage
1a, 1b, 1c	1%
2	1%
3	5%
4	20%
5	25%
6, 7	30%

    B. Land coverage not to exceed 70 percent of the project area that is located within Land Capability Districts 4 through 7 shall be allowed for multi-residential developments, mixed-use developments with a residential component as described in TRPA Code of Ordinances 36.13 subject to the standards as described in TRPA Code of Ordinances 30.4.2.B.5.

C. Eligible parcels previously within the Bijou/Al Tahoe Community Plan shall be allowed coverage per TRPA Code of Ordinances 30.4.2.B.2.

3. *Alternative Comprehensive Coverage Management System* In coordination with the City and TRPA, coverage management systems may be developed as alternatives to the parcel-level coverage requirements outlined TRPA Code 30.4.1 and 30.4.2, provided that the alternative system complies with the provisions in TRPA Code 13.5.3.B.1 and is adopted as part of an area plan. A request for an alternative coverage system shall be submitted as an area plan amendment and reviewed as such.
    A. The following alternative comprehensive coverage management system shall apply to public service uses on parcels or project areas greater than one-third acre and shall supersede TRPA Code 30.4.1.C.3.c.
        I. All base allowable land coverage attributed to Land Capability Districts 1 through 3 may be placed within any Land Capability District 4 through 7. All base allowable land coverage attributed to Land Capability District 4 and 5 may be placed within any higher land capability district. Base allowable land coverage attributed to Land Capability Districts 6 and 7 may be used interchangeably.
        II. To opt into this coverage system, a one-time coverage retirement is required. Applicants may choose one of the following amounts to retire.
            a. 750 square feet of Class 1b land coverage
            b. 1000 square feet of sensitive land coverage other than 1b
            c. 1250 square feet of high capability land coverage (Class 4-7)
        III. The use of base allowed coverage within different land capability districts shall not affect the amount of coverage allowed to be transferred per the Town Center overlay. For example, areas within the Town Center overlay may transfer in offsite coverage up to 70 percent per TRPA Code 30.4.3 and use base allowable coverage from elsewhere within the parcel/project area, resulting in over 70 percent coverage for the Town Center portion of the project area.
4. *Land coverage exemptions and exceptions* for specific project elements are described in TRPA Code 30.4.6

Transfers of Land Coverage

Standard Land coverage may be transferred pursuant to TRPA Code of Ordinances 30.4.2 and shall follow procedures as detailed in TRPA Code of Ordinances 30.4.3.

Development Rights

Development rights include commercial floor area (CFA), tourist accommodation units (TAU), and residential units of use (RUU). RUUs are formed by combining a potential residential unit of use (PRU) with a residential allocation. Bonus Units may also be obtained for specific residential developments.

Standard All proposed projects must obtain the appropriate type and number of development rights or Bonus Units.

Allocation of Development

Standard Refer to TRPA Code of Ordinances Chapter 50.

Bonus Units

Standard Refer to TRPA Code of Ordinances Chapter 52.

Banking, Conversion, and Transfers of Development

Standard Refer to TRPA Code of Ordinances Chapter 51.

Residential Uses and Design

The standards below shall be used for development and design of residential uses.

100 Percent Deed Restricted Units

The following standards are applicable to residential and mixed-use projects as described in TRPA Code of Ordinance 36.13, where residential units are 100 percent deed restricted to tenants or owners meeting TRPA definitions for affordable, moderate, or achievable housing. For items not specified below, see Design of Primary Residential Uses section.

Density

Standard Such projects are exempt from density standards per TRPA Code of Ordinances 13.5.3.I.B. and 31.4.1.A.

Parking

Standard Unless superseded by state law for lower parking requirements than those listed below, the following shall apply, per TRPA Code of Ordinances Section 34.4.

1. *In Town Centers,* no vehicle parking minimums shall apply to such projects. The applicant shall demonstrate that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.
    a. Residential uses that fall under this category may provide 1 parking space per unit or 0.5 space per bedroom based on usage for South Lake Tahoe affordable housing sites (LCS Transportation Consultants, LLC., 2025). Fewer spaces may be provided when demonstrated by further analysis.
2. *Outside of Town Centers,* parking minimums for such projects shall be no greater than 0.75 spaces per unit, on average. The applicant shall demonstrate that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

Coverage

Standard See *Land Coverage* 1.C. and 2.B/TRPA Code of Ordinances 30.4.2.B.5 and 30.4.2.B.6.

Height

Standard

1. *In Town Centers only,* see TRPA Code of Ordinances 13.5.3.I.A.
2. *Outside of Town Centers,* see TRPA Code of Ordinances 37.5.5.

Design of Primary Residential Uses

Primary residential uses include all residential uses except accessory dwelling units and compact mixed-use units.

Single-Family, Duplex, and Triplex

Standard See SLTCC 6.85.030(A).

Four or More Units

Standard Multifamily developments with four or more dwelling units including mobile home parks, multi-person dwellings, nursing and personal care facilities, residential care facilities, and new multifamily developments to be converted to condominiums may choose one of the following approval processes:

1. *For ministerial review,* a project must meet all standards of SLTCC 6.85.030(B) and adhere to one of the design styles in SLTCC 6.85.040.
2. *For discretionary review,* the project must meet development and design standards of the Area Plan and applicable City Code sections.

Guideline Residential developments are encouraged to reduce car dependence by providing onsite amenities such as laundry, mail, bike/car share programs, etc.

Design of Accessory Residential Units

Accessory Dwelling Units

Standard Accessory dwelling units are allowed pursuant to SLTCC 6.85.050 and TRPA Code of Ordinances Subsection 21.3.2. In accordance with TRPA Code of Ordinances Subsection 31.4.7, accessory dwelling units shall not be considered in the calculation of density.

Site Design

Site design refers to the arrangement of physical elements on the site to maximize functionality, accessibility, aesthetics, and sustainability. Site design directly affects the way users and residents arrive to and interact with the space. The following standards are adopted by TRPA as substitutions to TRPA Code.

Building Setbacks

Standard

1. Buildings and accessory structures shall adhere to the following setbacks for each district.
2. Only street setbacks shall apply to fields, courts, play structures, and the like; however, care should be taken in designing recreation areas to not locate them without sufficient buffers for safety, noise, etc.
3. Setbacks for specific streets as described in the tables below shall apply regardless of the project's orientation.
4. Unless otherwise noted, setbacks along streets shall be measured from the back of curb, outer edge of road, or drainage improvements if there is no curb.
5. Interior setbacks may be eliminated where parcels have been joined by a perpetual deed restriction as one project area, in which case only perimeter setbacks apply.
6. Buildings, other structures, and land coverage shall be set back from stream environment zones in accordance with TRPA Code of Ordinances 53.9.3.
7. Exceptions below apply to all districts.

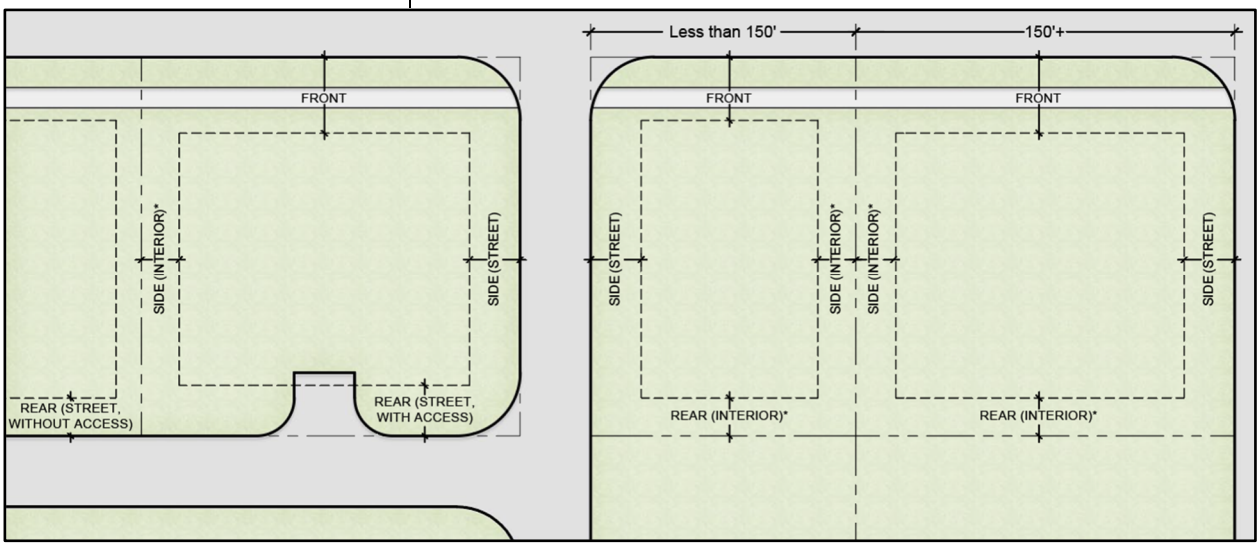
Exceptions Setback exceptions are provided as detailed below, though may be denied if they result in insufficient space for BMPs.

1. *Cornices, eaves, fireplaces, or similar architectural features* may extend into any required yard by no more than 50 percent of the required setback, however, may not extend to within 15 feet of a street frontage property line. Cornices, eaves, or similar architectural features must be a minimum of seven and one-half feet above ground level.
2. *A garage, carport, or parking pad/driveway* shall have a setback of 20 feet, unless exempted by SLTCC, so that a vehicle can park in the driveway without encroaching into the right-of-way.
3. *First floor uncovered stairs, landings, or decks,* provided they do not exceed a height of 30 inches, may project to within 15 feet of a street frontage property line or to within five feet of a rear or side interior property line.
4. *Accessory buildings* up to a maximum of 120 square feet in area and maximum eight-foot side wall height may be placed three feet from interior side or rear property lines.

Tahoe Sierra Business District

	Frontage of less than 150'	Frontage of 150' or more
Street Frontage		
Lake Tahoe Boulevard	20'	25'
All other streets	20'	
Side	5'	10'

Rear	10’



Harrison/Sandy District

	Frontage of less than 150’	Frontage of 150’ or more
Street Frontage		
Lake Tahoe Boulevard	20’	
Harrison Avenue	10’	
Sandy Way	15’ from property line	
All other streets	15’	
Side	5’	10’
Rear	10’	

Al Tahoe Center

Lake Tahoe Boulevard	25 feet
Al Tahoe Boulevard	20 feet
Property lines adjacent to another parcel within the district	5 feet
Property lines adjacent to Trout Creek or other districts	10 feet

Guideline Increased setbacks are encouraged to accommodate pedestrian plazas and alleyways that provide visual openings to Trout Creek.

Public Service Center

	Frontage of less than 150’	Frontage of 150’ or more
Street Frontage		
Lake Tahoe Boulevard	20’	25’
Al Tahoe Boulevard	20’	25’
Johnson Boulevard	20’	
All other streets	20’	
Side	5’	10’
Rear	10’	

Lake Tahoe Community College

Al Tahoe Boulevard	30 feet from property line
Rear	15 feet
Side	10 feet

Bijou Recreation District

Street frontages	20 feet
All other sides	10 feet

Minimum Lot Size

Standard See SLTCC 6.55.180 for commercial, public service, recreation, and conservation land use classifications. See SLTCC 6.85.030 for residential uses.

Pedestrian Connectivity

Standard Site design shall facilitate modes of transportation other than automobiles. Entrances to the site shall be designed for the convenience of those arriving by all transportation modes (walk, bike, roll, drive, etc.) and shall include connections to adjacent public sidewalks and bike routes. Entrance locations shall consider nearby transit stops/stations.

Community Space

Community spaces are required for projects of a certain scale to meet the needs of individuals which are not directly addressed by the primary use. Such needs may include rest areas for staff; relief areas for pets and service animals; or space for birthdays and other celebrations where a use is residential. Community spaces shall be accessible to all users, including but not limited to staff, patrons, and residents. These spaces are necessary for personal wellbeing and community building.

Commercial Community Space

Standards Commercial developments of 30,000 square feet gross floor area or more and on 1.5 acres or more (total project area) shall provide community space per the standards below.

1. ***Accessibility***. Community space shall be compliant with the Americans with Disabilities Act. It shall be accessible by all patrons and staff during hours of operation.
2. ***Usability***. The space shall include benches, shade coverings, landscaping, or other amenities that enhance comfort, aesthetics, and overall usability.
3. ***Area***. Forty square feet of community space shall be required for every 1,000 square feet of floor area for the first 80,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 80,000 square feet.

Guideline Outdoor spaces should include features to facilitate upkeep of the space, such as bear resistant trash containers, dog waste bags, etc.

Residential Community Space

Standards Residential uses, including those as part of a mixed-use project, shall provide community space for residents per the standards below.

1. *Accessibility.*
    A. For developments with fewer than 6 residential units, community space may be private, in the form of patios, decks, fenced yards, or other areas outside of the residence.
    B. For developments with 6 or more residential units, community space shall be accessible by all tenants and be compliant with the Americans with Disabilities Act.
2. *Usability*. Elements shall be required that give shared spaces a clear intended use. This may include but is not limited to playground equipment, picnic areas, and shade structures for outdoor gatherings. Conditioned spaces may include gyms, lounge areas, game rooms, or similar amenities.
3. *Area*. A minimum of 100 square feet per unit shall be provided; however, in no case shall more than 5,000 square feet (coverage or floor area, excluding walkways) be required.

Guideline Community spaces are encouraged to serve residents of all ages and abilities by combining amenity types. For example, playgrounds should be accompanied by benches or other amenities for guardians.

Vehicle Access and Parking

Off-Street Parking Facility Design

Standards

1. *Design and Construction*
    A. See SLTCC 6.10.340.H, except that 6.10.340.H.1.e.xvi shall not apply.
    B. Where a corner lot fronts Lake Tahoe Boulevard, but the driveway is on the side street, it shall not be located closer to the corner than the centerline of the parcel.
    C. Driveways shall not be located within side or rear setbacks.
    D. See SLTCC 6.10.320.B-K.
    E. Driveways shall be oriented 90 degrees to the public street centerline for a minimum distance of 20 feet.
    F. Within the public right-of-way, driveways shall be paved with asphalt, concrete, or other permanent surface as detailed in the City of South Lake Tahoe's Public Improvement and Engineering Standards (PIES).
2. *Number of driveways*
    A. A project area shall be allowed one driveway per street frontage, except where a street frontage is 200 feet or wider, multiple driveways may be permitted so long as there is a minimum of 80 feet between them.

B. Multiple driveways on a project area that does not meet the standards above may be allowed with the issuance of a special use permit per SLTCC 6.55.620.

3. *Setbacks*
   A. Parking shall be located to have the least significant visual impact from scenic corridors, major rights-of-ways, Lake Tahoe, and open space.
   B. Surface parking shall adhere to the same setbacks as structures in the applicable district, except that interior setbacks may be reduced by no more than 5 feet so long as a 5-foot setback remains.
   C. Partially underground parking with no more than 3 vertical feet exposed shall adhere to the same setbacks as structures in the applicable district, except that the interior side and interior rear setbacks may be reduced by no more than 5 feet so long as a 5-foot setback remains.
      I. Parking structures that are exposed more than 3 vertical feet shall meet full setbacks for structures as included in district specific standards.
      II. See TRPA Code of Ordinances 33.3.6 for limitations on excavation.
   D. Completely underground parking garages shall have a 15-foot setback from all property lines and must provide title report to ensure there are no easement conflicts. No setback is required for interior sides so long as engineering details are provided to ensure safety and proper construction.

Guideline Placing vehicle entrances along side streets is preferred. It is encouraged to reduce the number of driveway crossings and vehicular interactions with pedestrians and cyclists, such as through shared driveways and parking facilities. Property owners may be required to provide proof of agreements regarding maintenance costs or snow storage. Where possible, driveways should be located off major roads.

Number of Required Spaces

Standard

1. Single family and multi-family uses shall be provided with a minimum of one vehicle parking space per unit, except for residential or mixed-use developments made up of 100 percent deed-restricted affordable, moderate, or achievable housing units, per TRPA Code of Ordinances Section 34.4.
2. Unless a use is noted below, parking spaces between 70 percent and 125 percent of the ratios as stated in SLTCC 6.10.410 shall be built onsite for each use. Any fraction of one-half or greater shall be construed as requiring one additional parking space. Restrooms may be excluded from the gross floor area calculation, as well as storage and supply spaces that are only accessible by employees.
3. There is no minimum parking requirement for the uses below. Project applicants shall propose parking in a manner that is supported by the uses' capacity, existing nearby public parking, commute methods, nature of service, and unique project characteristics. Approval of the alternate parking is required by the review authority.

- Nursing and personal care
- Residential care
- Outdoor amusements
- Colleges
- Transit stations and terminals
- Beach recreation
- Group facilities
- Outdoor recreation concessions
- Participant sports facilities
- Recreation centers
- Boat launching facilities
- Amusement, recreation, & entertainment facilities

Exception Parking spaces below or beyond those listed above may be allowed through the following means at the discretion of the review authority:

1. The applicant shall provide a demand analysis demonstrating that a differing number of parking spaces is necessary or sufficient due to the use's nature, seasonality, or other elements.
2. The project includes alternative transportation methods such as shuttles for staff/patrons; incentives for nearby accommodation; car/bike share; or other means that reduce reliance on individual vehicles.
3. The project area enters a formal shared parking agreement with a secondary parcel that meets all of the following:
    A. Is in a commercial/public service land use classification.
    B. Is within one quarter mile of the use when no shuttle is provided or is further than one quarter mile from the use when shuttle service is provided.
    C. Is improved with paved parking.
    D. Is a parking lot use or contains a use with compatible hours of operation.
    E. Is connected by complete pedestrian infrastructure, which may be installed as part of the project.
4. Parking is managed and enforced by the property owner(s) through paid parking; unbundled parking and rent/stay costs; time limits; a reservation system; valet service; or the like.
5. The project provides significant contributions to the active transportation network or other public transportation improvements, beyond those required by code.

Guideline Employee parking spaces are encouraged to be labeled/reserved.

Clear Zones

Standard All parcel improvements shall adhere to the clear zones, also known as sight triangles, as defined below.

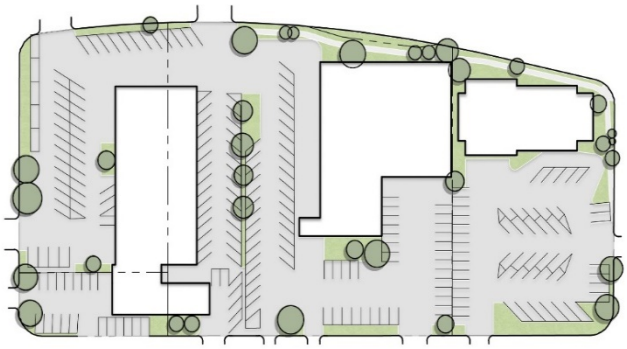
1. Nothing extending above three feet in height may be placed in the following clear zones. Trees may be permitted if the lowest branches are eight feet above ground level at maturity.

A. Street Corner: To create visibility to and from the public right-of-way, clear zones shall extend 50 feet along the front property line and street side property line at street corners.
B. Access Drives: To create visibility to and from the public right-of-way, clear zones shall extend 25 feet along the front property line and edge of driveway line.

SHARED PARKING EXAMPLES

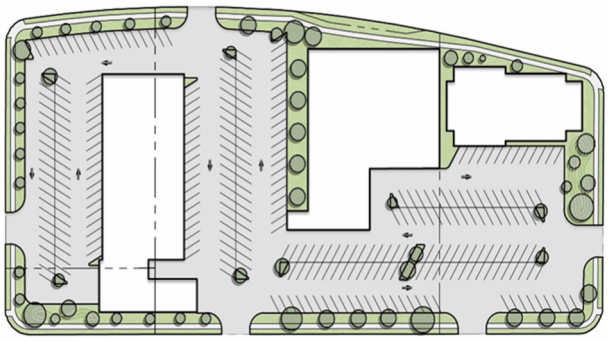
EXISTING CONDITIONS

The existing parking area contains 214 parking spaces, many of which are substandard sizes, and 11 driveways across just four (4) parcels. The layout is disorienting to drivers with numerous curb cuts and dead ends.



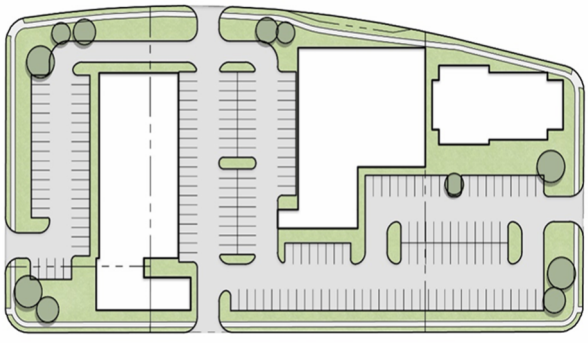
CONCEPT A

This concept maximizes the number of parking spaces by using angled parking stalls and one-way drive aisles, which can be six feet narrower than standard aisles for 90-degree parking. This conceptual layout improves vehicular flow, provides 78 additional parking spaces (for a total of 292 spaces), drastically reduces the number of curb cuts (5 total), and creates space for pedestrian, landscape, and stormwater improvements.



CONCEPT B

Maximize the number of parking spaces with two-way circulation. The concept provides 200 standard sized parking spaces, reduces curb cuts from 11 to 4, and creates space for pedestrian, landscape, and stormwater improvements.



Bicycle and Scooter Parking

Standard Projects shall incorporate designated bicycle and scooter parking to improve access for and thereby encourage use of alternative modes of transportation.

1. *Number of spaces*

Land Use	Examples	Short Term*	Long Term
High turnover, high-capacity commercial	Eating and drinking uses, coffee shop	Minimum 5; 1/200 sf	1 per 6 employees
Low turnover commercial	Fine dining, personal service, service station	1/600 sf	1 per 6 employees
High Density Residential	Multi-family, multi-person	1 per 4 units	1 per unit
Tourist Accommodation	All tourist accommodation uses	1 per 5 units	1 per 10 units
Professional Uses	Office space, medical offices, government offices	1 per 2000 sf	1 per 6 employees
Assembly Uses	Membership organizations, most amusement and recreation use, library, athletic facilities	20% of maximum occupancy	3% of maximum occupancy
General commercial retail	Grocery, general retail, nursery,	1 per 2500 sf	1 per 6 employees
Industrial	Warehousing, manufacturing, hospital, post office	1 per 6000 sf	1 per 6 employees
Parking lots, garages, parking structures	Parking lots, garages, parking structures	-	1 per 15 vehicle spaces or 3% of the total area

*In no case may fewer than 4 spaces be provided.

2. *General*
    A. Bicycle and scooter parking shall be located outside of the public right-of-way.
    B. Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided on all sides of the bicycle parking space and any obstruction such as walls, poles, landscaping, street furniture, etc.
    C. Bicycle parking spaces should be buffered from vehicle parking spaces.
3. *Short-Term Bike Parking (Bike Parking)*
    A. Short-term bicycle and scooter parking shall be located within a 50-foot radius of a building's main entrance. This area should be visible to the public to deter theft and increase public awareness of the parking area. Where possible, locate bike and scooter parking in areas which are also visible from within a building or destination.
        I. If bicycle parking is not visible from the street or main building entrance, a sign should be posted at the main entrance directing visitors to the location of the bicycle parking area.
    B. For each short-term bicycle or scooter parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one

wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such object may serve multiple bicycle parking spaces.

4. *Long-Term Bicycle Parking (Bike Storage)*
    A. Bike storage must be in a secure area such as the following:
        I. An enclosed bicycle locker.
        II. A fenced, covered, locked, or guarded bicycle storage area/room.
        III. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or
        IV. Other secure area approved by the Development Services Director.
    B. At least 50% of bike storage spaces shall be covered.
    C. Bike storage must be located on the same lot as the use it serves. In parking garages, long-term bicycle parking must be located near an entrance to the facility on the ground floor.

Building Design

Building design refers to the process of planning and conceptualizing a structure. Design should consider how to functionally serve the intended use, as well as contribute to the community character. The standards below were developed based on community input and the desire to maintain a mountain town that is in harmony with the natural surroundings. These standards are adopted by TRPA as substitutions to TRPA Code.

Height and Roof Pitch

Reference Figure 18 for Mid-Town Area Plan districts with the Town Center Overlay.

1. ***All locations*** may be subject to scenic analysis and rendering review to ensure the proposed height does not detract from scenic viewpoints. Hight limitations may apply if conflicts are present.
2. ***Outside of Town Centers***, maximum height and roof pitch shall be determined by TRPA Code of Ordinances 37.4 or TRPA Code of Ordinances 37.5.5 for projects as described in TRPA Code of Ordinances 36.13.
3. ***Within Town Centers,*** the maximum height and roof pitch shall be as stated below for each district, except that:
    A. Additional height may be granted for projects as described in TRPA Code of Ordinances subsection 36.13 per TRPA Code of Ordinances Subsection 13.5.3.I.A.
    B. TRPA Code of Ordinances 37.7.16 shall apply to buildings of three stories or more.
    C. Chimneys, flues, vents, antennas, and the like may be ten percent of the permissible height of a building, or a height of six feet, whichever is less.

Al Tahoe Center District

Height	maximum 46 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

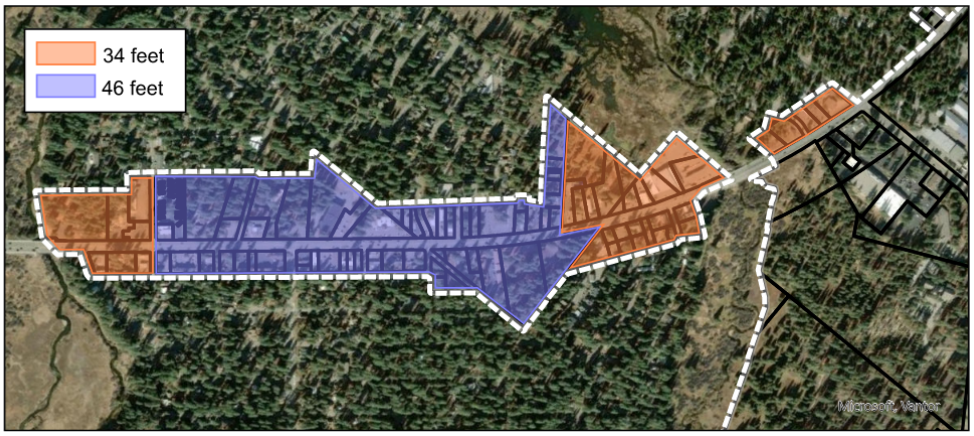
Harrison/Sandy District

Standard Building height shall be dependent on dominant roof pitch as noted below. Taller buildings require steeper roofs to increase compatibility with adjacent residential uses, maximize solar exposure, and encourage variation in building height.

Building Height	Roof Pitch
Up to 42’	5:12 or greater
Up to 34’	3:12 or greater

Tahoe Sierra Business District

	Standard per Location
Roof Pitch	District wide, the minimum roof pitch for areas visible from a public right-of-way shall be 3:12
Height	As shown below



Public Service Center District

Height	maximum 56 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

Lake Tahoe Community College District

Height	maximum 56 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

Roof Form

Standard

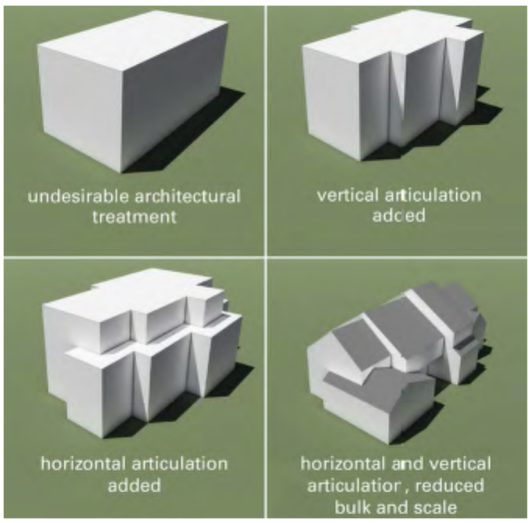
1. Roofs shall have a clear dominant pitch consistent with the district specific standard. A dominant roof pitch shall comprise over 50 percent of the visible roof area as demonstrated by a roof plan.
2. Flat roofs shall be allowed so long as they are not visible from public rights of way. This provision is intended to allow for accessible roof areas (patios, dining, etc.); rooftop utilities/mechanical equipment; covered parking structures; to reduce the conditioned space and energy/construction costs of large structures; and maximize livable space within height restrictions.
3. All rooftop utility/mechanical equipment shall be hidden by the roof form.
4. All roofs shall have overhanging eaves. Longer overhangs are encouraged where compatible with the building design.

5. No roof line shall extend more than 60 linear feet without a dormer, substantial change in roof pitch, horizontal/vertical articulation, or other architectural features. This may be increased to 100 feet for structures over 15,000 square feet of gross floor area.
6. Roofs shall not shed ice, snow, or water onto a parcel owned by another, into a right-of-way or pedestrian area/walkway, or in a manner that would otherwise obstruct an entry.

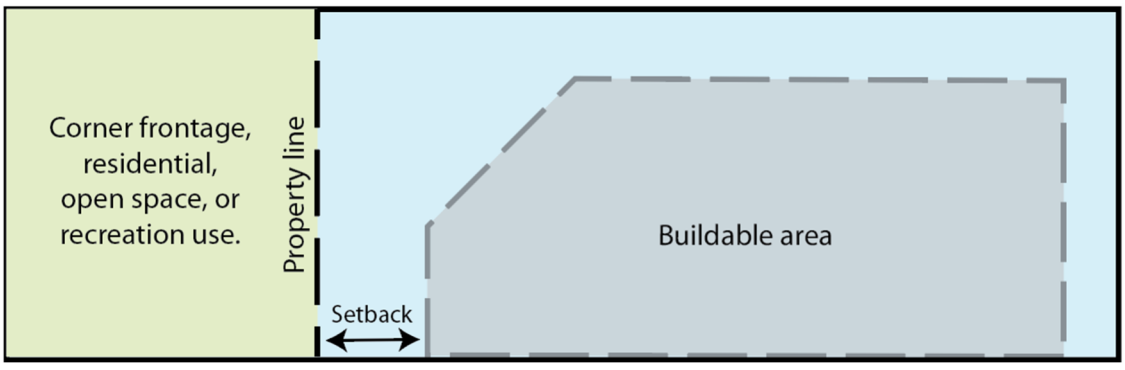
Guideline Gables are encouraged to be embellished through exposed beams, changes in material, windows, or other detailing. Rooftop spaces are encouraged to include covers, canopies, or overhangs for visual interest.

Massing

Standards The standards below are intended to form buildings with identifiable base, middle, and top sections as to not appear box-like and overbearing.



1. Building bases shall be distinguished by articulation or material.
2. No structure shall extend more than 60 linear feet without substantial horizontal/vertical articulation. This may be increased to 100 feet for structures over 15,000 square feet of gross floor area.
3. No structure shall extend more than 2 stories without horizontal articulation on all sides that are visible from a public right-of-way. Examples include extended or recessed balconies, eaves, awnings, window details with depth, or other features to break up flat wall surfaces.
4. Exterior overhangs (canopies, breezeways, covered outdoor seating, projected entrances, porte cochère, etc.) shall be accentuated and supported with textured columns rather than simple posts or metal supports.
5. Where at a street corner, adjacent to a residential district, or adjacent to an open space/recreation use, any height above 3 stories for residential uses and 2 stories for all other uses shall be located out of a 45° angle as measured from the applicable height at the setback line. Mixed uses shall be classified based on the use that occupies the majority of the floor area.



Guideline Brackets, beams, and overhangs can be used to intercept sunlight and create illusions of depth through shadowing articulation where large walls exist.

Pedestrian Level Detailing

Minimum Ground Floor Height

Standard For non-residential uses only, the ground floor shall have a minimum floor-to-ceiling height of 15 feet.

Street Level Activation

Standard Buildings shall include elements to engage pedestrians on all walls facing rights-of-way so that no wall extends for more than 25 feet within such a feature. This may be done through, but is not limited to, the following methods.

1. Transparency through spanning windows and frequent openings may engage patrons. Glazing shall be clear or lightly tinted.
2. Art (murals, wall art, sculptures, mosaic walls, etc.) may be used to create interest in areas or uses where transparency is not appropriate, such as for theaters or storage-based uses.
3. Visual interest at street level may be created through additional vertical articulation.
4. Outdoor dining/seating or pedestrian courtyards may be situated along exterior walls. See further details in Other Site Improvements.
5. Blank walls may be disguised through texture beyond that of typical siding materials. This can be done with architectural screens, decorative panels, or through natural or green features such as living walls, planters, or trellises. See Landscaping for guidance on species.

Openings and Entrances

Standard The following standards apply to entrances of all building types.

1. Entrances shall be distinguished by landscaping, architectural elements, and lighting.
2. Access to residential units as part of mixed-use projects shall not require passing through the interior of the non-residential portion.
3. Entrances to non-residential uses located at corners shall generally be located at a 45-degree angle to the corner and shall have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner.

Guideline Projected or recessed entrances are highly encouraged to create depth and provide overhead protection from unloading roof snow.

Materials

Standard A variety of materials shall be used to visually separate a building's base, middle, and top.

1. All siding shall be natural or natural appearing materials such as wood, stone, woodgrain stucco, board form cement, fiber cement, imitation stone, or other material that achieves a similar effect.
    A. Concrete masonry units (CMU) may be used in moderation so long as they are an approved color.
2. Differing materials shall be used and shall be composed in an orderly manner to accentuate specific building features.
3. All siding, roofing, and mechanical elements shall be nonreflective.
4. Façades visible from a public right-of-way, including bike paths, shall use multiple siding materials so that no single material spans from the highest to lowest point of a ground level façade.
5. All materials shall be durable and suitable for high elevation environments.

Guideline Renewable, recycled, and sustainable building materials are encouraged.

Colors

Standard All colors must be earth tones consistent with TRPA Design Review Guidelines and Colors of the Lake Tahoe Landscape. Accent colors may be used to create further visual interest, such as through accentuating doorways, windows, or storefront displays, and are not required to be consistent with TRPA Design Review Guidelines. No more than 15 percent of any building façade may be an accent color that is compatible with the overall color palette. White is prohibited other than as an accent color.

Guideline Darker, warmer hues are encouraged along scenic corridors.

Other Site Improvements

This section ensures that sites serve and respect patrons and neighbors through amenities that address safety, quality of life, utility, efficiency, water quality, and aesthetics.

Lighting

Appropriate lighting ensures public safety and extends use beyond daytime hours while minimizing potential harm to the nighttime environment.

Guidelines The following guidelines are provided as best practices for all lighting as appropriate.

1. Utilize solar-powered lighting where feasible.
2. Install lighting at all public transportation facilities (bus stops, etc.).
3. Increase frequency of light posts in Town Centers.
4. Accent lighting is encouraged to be on a time clock or photo-sensor system.
5. Street lighting shall consider levels of pedestrian and vehicular activity, speed limits, and location of pedestrian facilities relative to the roadway.

Onsite Exterior Lighting

Standards Exterior lighting may be used for landscaping areas, parking lots, walkways, and/or illumination highlighting architectural or landscape features only, so long as the standards below are met. Lighting may not be designed for or used as an advertising display.

1. *General*
    A. Lighting shall be directed downward.
    B. Lights (including winter seasonal displays) shall not blink, flash, change intensity, or give the illusion of movement.
    C. The light source (bulbs) shall not be visible as seen in elevation by using cutoff shields or other barriers that extend below the lighting.
    D. Lighting shall not be affixed to trees except for seasonal lighting. See below.
    E. The maximum color temperature shall not exceed 3000 degrees Kelvin.
    F. Lighting shall not exceed 26 feet in height.
    G. Individual light sources shall not exceed 2,500 Lumens or 100,000 per acre. Outdoor commercial lighting shall be reduced outside of operational hours.
    H. All lighting must be consistent with the *Five Principles for Responsible Outdoor Lighting* (DarkSky International and Illuminating Engineering Society, 2024) that outdoor lighting is useful, targeted, low level, controlled, and warm-colored.
2. *Accent Lighting*

A. See SLTCC 6.10.160.B-C for standards for decorative lighting (string lights, seasonal installations, etc.).
B. See TRPA Code 36.8.1. for additional outdoor lighting standards and exceptions.

Exception Down lighting used to assist in the activation of a public pedestrian space on Lake Tahoe Blvd., Harrison Ave., Sandy Way, Fremont Ave., and Takela Dr., as well as interior spaces, may be affixed up to the eaves of the roof line or peak of the wall in the case of a gable roof of a building or structure for lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured materials, knee braces, enriched architectural facades, or landmark features. Downlighting and shielding are required.

Guideline Onsite lighting is not required, though is highly encouraged, especially for uses with early morning, evening, or overnight operating hours.

Transportation/Right-of-way Lighting

Guideline The following shall be used in lighting of transportation routes when feasible but may be superseded by standards of the California Department of Transportation or the Federal Highway Administration.

1. *General* The maximum color temperature shall not exceed 3000 degrees Kelvin but may be increased to 5000 degrees Kelvin when necessary for public safety.
2. *For bicycle and pedestrian paths adjacent to roadways or intersecting driveways* lighting poles should be between 12 and 16 feet in height.
3. *For bicycle and pedestrian paths separated from vehicular roadways* lighting should be at a small scale (path lights, bollards, or similar structures) and only where necessary for public safety. Such lighting is not required to be continuous.
4. *For intersection lighting* with pedestrian crosswalks, the average illuminance should be 30 lux vertical.
   A. See Federal Highway Administration recommendations for different light levels depending on street classification and volume of pedestrian activity.

Screening

Screening can improve curb appeal and quality of life throughout the plan area by strategically restricting views and obstructing noise and light pollution.

Types of Screening

Standard Screening shall be accomplished using walls, fencing, landscape plantings, or a combination thereof. Screening shall be effective in both winter and summer months.

1. *Walls and Fencing*
   A. Walls and fencing on commercial properties shall comply with SLTCC 6.10, Article VI.

B. For screening purposes, chain link may only be used for active construction sites.

2. *Landscape Planting*
   A. Vegetation used for screening should, at maturity, be an appropriate height and density to impede visibility of these areas from roadways, pedestrian, and bicycle facilities, and residential or commercial areas.

Project Specific Requirements

1. *Maintenance Areas, Mechanical Equipment, Storage, Etc.*
   A. Screening of service yards; maintenance yards; warehousing; outdoor storage; trash and refuse collection areas; and other uses of an industrial nature shall be accomplished using walls, fencing, landscape plantings, or some combination thereof.
2. *Parking Lots*
   A. Onsite parking areas shall have landscaped perimeters.
   B. Onsite parking areas greater than one-quarter acre shall include landscaped islands.
   C. Vehicle bollards shall be installed within the setback when parking is directly adjacent to residential uses.
3. *Residential Areas*
   A. Additional screening may be required to buffer light and noise and to protect the privacy of residents, especially within mixed-use developments or when adjacent to residential uses or districts. This standard is applicable to both residential projects and projects adjacent to residential districts or parcels.

Landscaping

Standard All projects shall incorporate landscaping for curb appeal, soil stabilization, screening of mechanical equipment, mitigation of noise and air quality impacts, and enhancement of outdoor spaces.

1. *General*
   A. All areas not improved with hard coverage or BMPs shall incorporate landscaping consistent with state and local defensible space requirements.
   B. Onsite parking areas greater than one-quarter acre in size shall include landscaped islands.
   C. Landscaping shall largely be species listed on the TRPA Recommended Native and Adapted Plant List. Species not included shall only be used as accents, such as for borders, entryways, flowerbeds.
      I. Species identified as invasive plant species in the BMP Handbook are prohibited.
   D. Preserve existing trees and other natural features as much as possible and incorporate them into the site layout.
   E. Recognize the attributes of plant species such as mature size and invasive surface roots to prevent future damage to property or infrastructure.

I. All projects must use the minimum plant sizes and spacing described in TRPA Code of Ordinances 36.7.2, Minimum Plant Sizes and Spacing.

F. See Clear Zone standards.

Exception Staff may grant exceptions to or require modifications of development and design







standards to preserve trees or other desirable or notable natural features, especially to protect views from identified scenic resources.

2. *Building Accent Planting*
   A. Gravel and/or similar non-combustible groundcover shall be used within 5 feet immediately surrounding a structure, consistent with fire defensible space requirements.
   B. Residential uses shall be screened from roadways and commercial or public service uses where possible using native vegetation with the intent of providing privacy, reducing glare and heat, deflecting wind, muffling noise, and softening the lines of architecture.
3. *Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting*
   A. Preserve or plant street trees between roadways and pedestrian/bicycle facilities where possible to create visual and physical separation between drivers and pedestrians. Trees should be spaced at 30 to 60 feet apart to create a buffer while still providing visibility between user types.
   B. Select low-growing shrubs or groundcovers between roadways and pedestrian/bicycle facilities to improve visibility between drivers and pedestrians.
   C. Select low- or no-maintenance plant species for use in the public right-of-way.
4. *Water Conservation*
   A. Turf lawn shall be used only in common areas and community spaces for the purpose of creating flexible lawn spaces. Prioritize the use of native groundcover alternatives.
   B. Landscaping must meet irrigation design requirements set forth in SLTCC 6.80, Water Efficient Landscaping.

Trash Enclosures

Standards All projects must have sufficient refuse capacity and facilities. Dumpsters for all uses must conform to the applicable district setbacks and the following standards:

1. Enclosures shall be constructed of either wood or concrete block and placed on a concrete base which has a slight slope to allow for drainage.
2. If the enclosure is to be of wooden materials, it shall be constructed of substantial materials including a minimum of four-by-four posts, galvanized pipe, and bolts.
3. Colors and finishes shall match that of the primary structure.
4. Enclosures shall be constructed to allow for a one- to two-foot space on either side of the dumpster(s) for easy maneuverability.
5. A gate will be required unless the opening faces into the property and is not visible from a public street or adjacent properties. The gate shall be sight obscuring and have a minimum of a one-foot clearance to allow for ice and snow buildup. (Chain link with wooden slats does not qualify as sight obscuring. See Article VI of SLTCC 6.10.) If the gate is required to be removed for repair purposes, it shall be replaced within one month unless an extension is requested due to unforeseen circumstances.
6. It is the responsibility of the property owner or designated manager to maintain access to the dumpsters during inclement weather which includes adequate gate clearance.
7. There shall be no refuse or bulk items accumulating around or within the enclosure. Violations are subject to enforcement under SLTCC.



Guideline Roll up doors are recommended as they present fewer ice/snow removal challenges. Attached multifamily developments are encouraged to use dumpsters, though individual bear boxes may be provided when approved by South Tahoe Refuse.

Outdoor Dining/Seating and Pedestrian Plazas

Standards Outdoor areas are encouraged to activate streetscapes and allow businesses to maximize operations in peak seasons. New and modified outdoor dining and seating areas may be subject to Design Review.

1. *Location*
    A. Outdoor dining and seating areas shall not encroach into pedestrian pathways, public right-of-way, or impede vehicle circulation.
    B. Seating areas shall be separated from vehicle circulation and parking areas, such as through parking barriers/bollards, fences, and vegetation.
2. *Requirements*
    A. No additional signage shall be associated with outdoor dining/seating areas.
    B. In no case shall outdoor dining areas be used for storage. Furniture may remain when not in use but shall be maintained in a clean and orderly state.

C. Commercial Floor Area Additional commercial floor area is not required for additions to, or expansions of, legally existing commercial floor area for outdoor dining areas that do not exceed 300 square feet or 20 seats, whichever is less, provided:

I. The existing structure and any subsequent additions or expansions physically exist and were completed at least one year prior to an application pursuant to this subparagraph.

II. The exempt addition or expansion is not applied for or built in conjunction with any other addition or expansion that requires an allocation of commercial floor area.

III. There is no change in use.

IV. The exempt addition or expansion generates no more than 650 vehicle miles travelled.

V. The exempt addition or expansion does not occur within the same project more frequently than once every ten years.

Signage

Commercial and Residential Signage

Standard See SLTCC 6.40.

Exception Free-standing signs shall be prohibited for properties along Harrison Ave. between Los Angeles Ave. and San Jose Ave. Building signs shall be limited to 40 square feet.

Area Identification Signs

Standard See SLTCC 6.40.130(A).

Exception Per SLTCC 6.40.130(A)(2) Where all the standards below are met, area identification signage shall be allowed per established business improvement, assessment, or similar district, including public service organizations and agencies.

1. Only districts with complete and compliant curb, gutter, sidewalk, parking, landscaping, lighting, and stormwater improvements are eligible for an area identification sign under this exception.
2. Clear Zones shall apply.
3. The sign must convey characteristics of the area and shall not be used to advertise specific business/businesses. Public service organizations and agencies may be specifically identified.
4. A letter from the district board must be provided demonstrating majority support of the sign.

A. *Number*

I. No more than two (2) signs shall be allowed per district so long as there is a minimum of 500 feet between the signs.

II. Lake Tahoe Community College shall be allowed one sign in addition to those detailed in Area Identification Signs 4.A.I. per SLTCC 6.40.130(A) at the southern bike entrance where the Dennis T. Machida Memorial Greenway enters LTCC.

B. *Monument Freestanding Sign Standards*

I. Size Shall not exceed 25 square feet.

II. Location and Height Refer to SLTCC 6.40.360(D).

III. Lighting Signs may be illuminated in the following ways only:

a. Through individual letters backlit or with internal light sources.

b. By an external light source that is shielded from public view, does not spill onto the surrounding area, and does project light beyond the height of the sign face.

IV. Color Backgrounds and bases shall be dark, earthtone colors and copy shall be lighter than the background in both daylight and nighttime conditions. Bright and neon colors are prohibited, though non-earthtone accent colors may be used for accents.

V. Materials Monument bases shall be of natural or natural appearing materials.

VI. Landscaping The area surrounding the monument sign must be neatly landscaped with permissible species.

Guideline Monument area identification signs are intended to emphasize sense of place in areas with high pedestrian activity levels. For this reason, low profile signs are encouraged.

C. *Archway Sign Standards*

I. Location

a. Archway signs may be installed over a plaza, shared driveway, or local street, but are prohibited over Lake Tahoe Blvd., Sierra Blvd., Al Tahoe Blvd., Johnson Blvd., Fairway Ave., Lyons Ave., and Rufus Allen Blvd., or as otherwise noted by the Director of Public Works.

b. Supports may be placed on private property, or public property at the City Manager and Director of Public Works' discretion.

II. Height Archway signs over roadways shall provide 18 feet of vertical clearance for the width of any vehicle travel way and shall not exceed 23 feet. Should archway signs cross over pedestrian and bicycle paths, 10 feet of vertical clearance for the width of the path shall be provided and a height of 13 feet may not be exceeded.

III. Letter Height Individual letters may not exceed 3 feet.

IV. Construction Horizontal elements of archway signs must be designed to minimize snow buildup. All structural supports must contribute aesthetically to the sign.

V. Lighting Signs may be illuminated through individual letters or downlighting only.

VI. Color All colors, including copy, shall be earthtone colors that match the natural surroundings. Non-earthtone accent colors may be used for accents.

VII. Materials Natural or natural appearing materials shall be incorporated.

Wayfinding

Standards Provide clear wayfinding signage at appropriate scales for all modes of transportation including pedestrians, cyclists, and vehicles, directing travelers to recreation, commercial, and public service areas. Wayfinding signage should be incorporated into the design of pedestrian and cyclist facilities.

1. *Design* shall follow the 2013 Bicycle Transportation Signage System.
2. *Installation* shall be consistent with the U.S. Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD).



Exception Maintain the existing theme for wayfinding signage along Harrison Ave. as shown to the right.

Placemaking

Guideline District-specific light pole banners may be attached to create a distinct district identity. Color standards of SLTCC 6.40 shall apply. Banners shall be no wider than 2 feet and shall maintain at least 7 feet of clearance for pedestrian traffic.



Fences

Residential, Recreation, and Conservation

Standard See SLTCC 6.85.030.

Exception Recreation facilities may have fences of up to 15 feet in height surrounding uses where sporting equipment may cause safety concerns without additional fence height.

Commercial and Public Service

Standard See SLTCC Chapter 6.10, Article VI.

Exception Public services may have fences of up to 15 feet in height surrounding uses when deemed necessary by staff. Such fences may also be allowed where security should be heightened due to previous security breaches; where it is necessity to keep stored items outside that could be considered a safety hazard (electrical transformers, etc.); or where a standard fence height would not sufficiently meet screening requirements. A building permit is required.

Snow Storage

Standard All projects shall provide space for snow storage within the project area or have arrangements to remove and store accumulated snow offsite. If an adequate on-site snow storage area cannot be sited or designed, staff may require agreements for removal and off-site storage of snow. The following are meant to provide functional layouts for snow removal and adequate space for snow storage to ensure public safety and accommodate transportation.

1. *General*
    A. Snow shall be disposed of in accordance with the BMP Handbook 4.2-c and the criteria below.
    B. Landscaping within snow storage areas must be native and adapted species tolerant of snow storage such as perennials and shrubs or trees that can bend with weight.
    C. At the minimum, storage areas shall accommodate snow removed from parking, driveway, and pedestrian access areas. Generally, 20 percent of the plowed area is sufficient for storage.

Exception: Location For constrained sites, the City may allow snow storage within dry basins and infiltration basins per Design and Installation Considerations of the BMP Handbook 4.2-c.

Guidelines

1. Locate snow storage in areas that receive ample sunlight.
2. Locate snow storage areas away from primary roadways and out of clear zones.

Stormwater Best Management Practices

Standard Projects subject to TRPA review shall install sitewide best management practices (BMPs) per TRPA Code of Ordinances 60.4 and the TRPA Best Management Practices Handbook (BMP Handbook) or provide proof that adequate BMPs have been installed and maintained through a BMP certificate and maintenance log.

Guideline BMPs in highly visible areas, such as along rights of way or within parking lot islands, are encouraged to be designed to add aesthetic value by using vegetated rather than rock-lined treatments. These include bioswales, rain gardens, wet basins, or dry basins as described in Section 4.4 of the BMP Handbook.

Right-of-way Improvements

Right-of-way improvements are necessary for safe navigation of Mid-Town and the City of South Lake Tahoe. Property owners are responsible for contributing to this network.

Standard Projects shall include 5-foot-wide pedestrian sidewalks built to CSLT Public Improvement and Engineering Standards (PIES), as may be amended. This may require reconfiguring drainage inlets or other improvements at the owner/applicant's expense. See Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting for landscaping requirements.

Exception Should it be determined that an alternative action would result in an equivalent or increased contribution to pedestrian improvements relative to the standard above, in-lieu fees, easement transfers, or other alternatives may be approved by the Director of Public Works.

Guideline See Transportation/Right-of-way Lighting; Wayfinding Signage; and Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting for further guidance on enhancing rights of way.

Environmentally Sensitive Parcels

Shorezone Tolerance District 4

Standard Development standards as included in TRPA Code Subsection 83.9.2 and TRPA Code Chapter 85 are applicable to parcels within Shorezone Tolerance District 4 and shall supersede district standards should conflicts occur. Such projects shall be independently reviewed by TRPA and the City as necessary. See Figure 8.

Stream Restoration

Guideline There are several parcels within the plan area that are identified by TRPA as stream restoration zones and are excluded from the Town Center overlay. Should these parcels be acquired with the intent of restoring them, a memorandum of understanding should be explored with the ownership entity to identify shared goals and facilitate communication.

See Figure 8, Special Designations for parcels within the Stream Restoration Plan Area.



Appendix B: Use Definitions

MID-TOWN AREA PLAN USE DEFINITIONS

RESIDENTIAL	
Manufactured/Mobile home dwelling	A home built entirely in the factory on a non-removable steel chassis that is transported to the building site on its own wheels and installed under a federal building code administered by the U.S. Department of Housing and Urban Development. The Federal Manufactured Home Construction and Safety Standards (commonly known as the HUD Code) went into effect June 15, 1976.
Multiple-family dwelling	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. This includes multi-family dwelling units owned and maintained by public or private entities for purposes of housing employees of said entity.
Multi-person dwelling	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses. This includes multi-person dwellings owned and maintained by public or private entities for purposes of housing employees of said entity.
Nursing and personal care	Residential establishments with in-patient beds providing nursing and health-related care as a principal use, such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care homes.
Raising domestic animals	The keeping, feeding, or grazing of animals as an avocation, hobby, or school project, secondary to the principal residential use of a property greater than two acres. The use applies to species commonly considered as farm animals but does not include exotic animals. Household pets, such as dogs and cats, are included when such animals are being bred for commercial reasons. Outside storage or display is included as part of the use.
Residential care	Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes
Single-family dwelling	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house condominium. Employee housing providing accommodations for six or fewer employees within a single unit pursuant to Division 13, Part 1 of the California

	Health and Safety Code, commencing with Section 17000, shall be deemed a single-family structure.
TOURIST ACCOMMODATION	
Bed and breakfast facilities	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Person Dwellings").
Hotel, motel, and other transient dwelling units	Commercial transient lodging establishments, including hotels, motor-hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include “Bed and Breakfast Facilities” or “Vacation Rentals.”
Time sharing	A right to exclusively use, occupy, or possess a tourist accommodation unit according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.
COMMERCIAL	
Retail	
Auto, mobile home, and vehicle dealers	Retail trade establishments selling, renting, or leasing new and used automobiles, boats, vans, campers, trucks, mobile homes, recreational and utility trailers, motorcycles, golf carts, snowmobile and jet skis (except bicycles and mopeds; see "General retail"). Such businesses are considered a primary use when the establishment sells more than six vehicles per calendar year. The use also includes establishments selling new automobile parts, tires, and accessories (including tire recapping establishments), as well as establishments dealing in used automobiles exclusively. Includes automobile repair shops only when maintained by an establishment selling new vehicles on the same site. Does not include establishments dealing exclusively in used parts (see "Recycling and Scrap") or outside sales (see "Secondary Storage" or "Sales Lots").
Building materials and hardware	Retail trade establishments within buildings primarily engaged in selling lumber and other building materials, including paint, wallpaper, glass, hardware, nursery stock, and lawn and garden supplies. The use includes all such stores selling to the general public, even if contractor sales account for a larger proportion of total sales. Outside storage or display is included as part of the use. Establishments primarily wholesaling plumbing, heating and air conditioning equipment, and electrical supplies are classified in "Wholesale and Distribution."
Eating and drinking places	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premises consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.

General retail and personal service	An establishment for the retail sale of merchandise or the provision of personal services. A retail facility includes but is not limited to antique or art shops, clothing, drug, dry good, florist, furniture, gift, grocery, hobby, mailing services, office supply, package liquor, paint, pet, shoe, sporting, bike or moped, boats, golf carts, snowmobiles, jet skis, automobile parts, books, toy stores, and other miscellaneous retail shopping goods (auto, mobile home and vehicle sales are not included in this definition). A personal service facility includes facilities primarily engaged in providing non-medical services generally involving the care of persons, such as: beauty and barber shops; shoe repair shops; health and athletic clubs and gymnasiums; day spas that offer a variety of services intended to meet personal needs of individuals such as skin treatment, manicures and pedicures and massage; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales, and related facilities; offsite rental of sporting equipment; and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.
Mail order and vending	Establishments primarily engaged in retail sale of products by catalog and mail order. The use includes vending machine distributorships and suppliers. The use does not include product manufacturing, which is included under the appropriate manufacturing use.
Nursery	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.
Outdoor retail sales	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, fireworks, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various products from individual motor vehicles locations outside the public right-of-way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right-of-way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.
Service stations	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.

Entertainment

Amusement, Recreation, & Entertainment Facilities	Amusement and recreation uses are establishments providing entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms; clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; ice skating and roller skating facilities; motion picture theaters; live performance theatres; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.
Special event area	Areas where special events within specified guidelines may be held without further review from the City Planning Division. Special event areas require a special use permit under all circumstances to ensure compliance with site specific standards. A special use permit for a special event area permit does not prevent other City Departments or Divisions from collecting additional fees or imposing additional requirements for circumstances such as temporary structures, road closures, fireworks, traffic control, etc.
Outdoor amusements	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto racetracks; miniature golf courses. Outside storage or display is included as part of the use.
Services	
Animal services	Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see "Local Public Health and Safety Facilities").
Auto repair and service	Service establishments engaged in repair, alteration, painting, washing, or waxing of automobiles as a principal use. The use also includes storage and maintenance yards for rental of cars, trucks, or trailers. Outside storage or display is included as part of the use. The use does not include automobile parking (see "Transportation"); repair shops subordinate to and maintained by a vehicle dealership; service stations (which are separately defined); or automobile wrecking yards (see "Recycling and Scrap").
Broadcasting studios	Communication establishments such as telegraph, telephone, radio and television broadcasting and receiving stations, and studios, contained entirely within buildings. Transmission and receiving apparatus, such as towers, lines, reflectors, and antennas are included under the definition for "Transmission and Receiving Facilities."
Business support services	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.

Contract construction services	Service establishments primarily engaged in construction, such as new development, additions, alterations, and repairs. Construction activities are generally administered or managed from a relatively fixed place of business, but actual construction work is performed at one or more different sites that may be dispersed geographically. Three broad types of construction activity are covered: (a) building construction by general contractors or by operative builders; (b) other construction by general contractors; and (c) construction by special trade contractors such as electrical, air conditioning and plumbing contractors, or others such as well drilling services. Establishments engaged in the installation of prefabricated buildings and equipment also are included. Outside storage or display is included as part of the use. An office not associated with a construction site or without secondary storage is considered under "Professional Offices."
Health care services	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care," and mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists or unlicensed individuals, are included under "Professional Offices."
Laundries and dry-cleaning plants	Service establishments primarily engaged in high-volume laundry and garment services, such as power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. The use does not include coin-operated laundries or dry-cleaning pick-up stores without dry cleaning equipment (see "Personal Services").
Professional offices	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; accounting, auditing, and bookkeeping services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; employment, stenographic, secretarial, and word processing services; off premise concessions (OPC); reporting services; data processing and computer services; management, public relations, and consulting services; organizational offices; financial services and banks; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.
Repair services	Service establishments where repair of consumer products is the principal business activity, such as: electrical repair shops; television, radio, and other appliance repair; watch, clock, and jewelry repair; boat repair; small engine repair; and reupholstery and furniture repair. An outdoor storage yard associated with these uses is considered under "Secondary Storage." The use

	does not include businesses serving the repair needs of heavy equipment (see "Industrial Services").
Schools - business and vocational	Business and secretarial schools and vocational schools offering specialized trade and commercial courses. The use includes specialized non-degree granting schools including, but not limited to: music schools; dramatic schools; language schools; driver education schools; ballet and other dance studios; seminaries and other establishments exclusively engaged in training for religious ministries; and establishments furnishing educational courses by mail.
Secondary storage	The outdoor storage of various materials or the public display of merchandise on the same site as a principal building or use that supports the activities or conduct of the principal use and does not increase the intensity of the use. This does not apply to primary uses that include outside storage and display as part of the use.
Light Industrial	
Small Commercial Kitchen	This use consists of small-scale establishments producing prepared foods or beverages, such as baked goods, condiments, frozen foods, preserves, or the like for local distribution at stores or farmers' markets. Outside storage and display is not included. A storefront is required.
Printing and publishing	Establishments engaged in printing onsite by letterpress, lithography, gravure, screen, offset or other common process including electrostatic (xerographic) copying and other "quick printing" services; and establishments serving the printing trade such as book binding, typesetting, engraving, photo engraving, and electro-typing. The use also includes establishments manufacturing business forms and binding devices.
Small-scale manufacturing	Establishments considered to be light manufacturing or cottage industry that produce jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. The use also includes artisan and craftsman-type operations that are not home occupations and that are not secondary to on-site retail sales. The use also includes small-scale blacksmith and welding services and the manufacture of trusses. Outside storage or display is included as part of the use. Artisan and craftsman-type operations may include demonstrations and classes such as sculpting, pottery, welding, weaving, carving, jewelry making, etc. Retail sales may be a secondary use so long as the majority of for sale items are created on site. This includes makerspaces or similar establishments that accommodate multiple artisan stations.
Wholesale/Storage	
Storage yards	Service establishments primarily engaged in the outdoor storage of motor vehicles, construction equipment, materials or supplies, firewood lots, farm machinery, or industrial supplies on a parcel. Outside storage or display is included as part of the use.

Vehicle and freight terminals	Transportation establishments furnishing services incidental to transportation, such as: freight forwarding services; transportation arrangement services; packing, crating, inspection and weighing services; freight terminal facilities; joint terminal and service facilities; trucking facilities, including transfer and storage; and postal service bulk mailing distribution centers. Outside storage or display is included as part of the use.
Warehousing	Establishments primarily engaged in the storage of furniture, household goods, or other commercial goods, such as warehouses and storage or mini-storage facilities offered for rent or lease to the general public. The use does not include warehouse facilities where the primary purpose of storage is for goods for wholesaling distribution. Outside storage or display is included as part of the use. The use does not include terminal facilities for handling freight (see "Vehicle and Freight Terminals").
PUBLIC SERVICE	
General	
Cemetery	Internment establishment engaged in subdividing property into cemetery lots and offering burial plots or air space for sale. This includes establishments such as: animal cemeteries; cemetery associations; and cemetery, mausoleum, and columbarium operations. The use does not include funeral parlors, cemetery real estate operations, and related facilities listed under "Personal Services."
Cultural facilities	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, and arboretums.
Day care centers/ preschools	Establishments used for the care of seven or more children residing elsewhere.
Government offices	Buildings containing offices for public agencies, including administrative offices, meeting rooms, and regional post offices. The use does not include offices that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards.
Local Public Assembly Facilities	Facilities for local community assembly, such as community centers, meeting halls, and multi-purpose centers.
Local post office	Establishments providing local neighborhoods with mail service and delivery, such as postal substations and neighborhood delivery centers.
Local public health and safety facilities	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use. This use includes facilities used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.
Membership organizations	Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as: business associations; professional membership organizations; labor unions and similar

	organizations; civic, social and fraternal organizations; political organizations; religious assembly or institutional facilities operated for worship or promotion of religious activities, including churches and incidental religious education; and other membership organizations. The use does not include country clubs in conjunction with golf courses (see "Golf Courses"); lodging (see "Multi-person Dwelling"), or other establishments maintained by religious organizations, such as full-time educational institutions, seminaries, hospitals, and other potentially related operations (such as a recreational camp); these shall be classified according to their respective activities.
Power generating	Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, and diesel facilities. Outside storage or display is included as part of the use. The use does not include biofuel facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."
Public utility centers	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").
Regional public health and safety facilities	Regional facilities operated by public or quasi-public entities for protection of the public, such as: fire stations and other fire prevention facilities; water and sewage facilities; transportation maintenance/storage facilities; police and sheriff substations and headquarters, including secondary county short-term incarceration facilities; and solid waste transfer stations that TRPA finds to be regionally serving. "Secondary county short-term incarceration facility" means a county jail (not a state or federal prison facility) that is not the primary jail for the county. This use includes facilities used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.
Schools – college	Junior colleges, colleges, universities, and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees, and requiring for admission at least a high school diploma or equivalent general academic training. Accessory uses include eating and drinking and food and beverage retail when proposed at an appropriate scale for the college facility.
Schools - kindergarten through secondary	Kindergarten, elementary, and secondary schools serving grades up to 12, including denominational and sectarian.
Social service organizations	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged, including emergency shelters and navigation centers. The use includes organizations soliciting funds to be used directly for these

	and related services. The use also includes establishments engaged in community improvement and neighborhood development.
Threshold related research facilities	Public or non-profit research establishments primarily engaged in implementing social, political, and scientific research relating to the Lake Tahoe Environmental Thresholds or the Lake Tahoe ecosystem. The use includes laboratories, monitoring stations, scientific interpretive centers, research and training classrooms, and related support facilities. Overnight multi-person facilities, outside storage, and caretaker facilities may be considered as accessory to this use. The use does not include facilities unrelated to threshold-related research, such as: general college administrative offices and classrooms (see "Schools-College"); and government administrative offices (see "Government Offices"); or non-threshold-related research (which may be conducted under the "Professional Office" use).
Linear Public Facilities	
Pipelines and power transmission	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional Offices"); equipment and material storage yards (see "Storage Yards"); distribution substations (see "Public Utility Centers"); and power plants (see "Power Generating Plants").
Transit stations and terminals	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.
Transmission and receiving facilities	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under "Broadcasting Studios."
Transportation routes	Public rights-of-way that are improved to permit vehicular, pedestrian, and bicycle travel.
RECREATION	
Beach recreation	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, and picnic sites, and nearshore facilities such as multiple-use piers and buoys. Nearshore and foreshore facilities are included in Chapter 81: *Permissible Uses and Structures in the Shorezone and Lakezone*.

Boat launching facilities	Recreational establishments that provide boat launching, parking, and short-term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.
Cross country ski courses	Land or premises used as a commercial operation for Nordic skiing. Outside storage or display is included as part of the use.
Day use areas	Land or premises, other than "Participant Sports Facilities," designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, playgrounds, and small demonstration areas (amphitheaters or small stages).
Developed campgrounds	Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities.
Golf courses	An area of land laid out for the game of golf, including driving ranges and putting greens. A golf course may include accessory uses such as an eating and drinking place, clubhouse, and general merchandise store. Outside storage or display is included as part of the use.
Group facilities	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.
Marinas	Establishments providing water-oriented services, such as yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities; excursion boat and sightseeing facilities; and other marina-related activities, including, but not limited to, fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures that are regulated and defined in Chapter 84. Condominiums, hotels, restaurants, and other such uses with accessory water-oriented multiple-use facilities are not considered marinas. Outside storage or display is included as part of the marina use.
Outdoor recreation concessions	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.
Water-oriented outdoor recreation concessions	Water-oriented outdoor recreation uses, such as food and beverage facilities at public beaches; fishing guide services; parasailing; recreation equipment rental (e.g., boats, wind surfing and beach equipment); but not including boat slips, boat and engine repair or the sale of fuel.
Participant sports facilities	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non- professional). Outside storage or display is included as part of the use.

Recreation centers	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, ice skating rinks, multi-purpose courts, weight rooms, and meeting and crafts rooms.
Recreational vehicle parks	Transient lodging establishments engaged in renting, leasing, or otherwise providing overnight sites for trailers, campers, and recreation vehicles with individual utility hookups. The use also includes accessory facilities such as public restrooms, swimming pools, and manager's quarters.
Riding and hiking trails	Planned paths for pedestrian and equestrian traffic, including trail heads.
Visitor information centers	Nonprofit establishments providing visitor information and orientation.
RESOURCE MANAGEMENT	
Management	
Reforestation	Reestablishment of trees on forest land to perpetuate tree cover, such as ground preparation prior to natural seed fall, artificial seeding or planting, fertilizing, and protecting young plants until established. Both mechanical and chemical techniques may be used. In heavily used recreation areas, special tending techniques may be necessary.
Regeneration harvest	Removal of all trees in one or more cuts from an area for the purpose of creating a new, even-aged stand, especially one dominated by species intolerant of shade. Openings created by regeneration harvests will be reforested by natural seeding, artificial seeding, or through planting.
Sanitation salvage cut	Removal of dead, dying, deteriorating, or highly susceptible trees where insects, disease, animals, fire, wind, or other natural disaster has caused damage. The purpose is to prevent further loss by allowing salvage of wood before it deteriorates.
Selection cut	A method for maintaining or producing an uneven aged stand, preferably of mixed species. In the Lake Tahoe Basin, the method may be applied to convert even-aged stands to an uneven aged condition, to maintain scenic quality, to prepare an area for use as a developed recreation site, or to maintain tree cover within a developed recreation site. The use includes annual or periodic removal of individual or small groups of trees in order to realize the yield and establish a new crop.
Special cut	The cutting of trees for purposes other than timber production, including reasons such as:
	1. Maintenance of a healthy forest so that losses due to insect, disease, or fire will not result in harmful effects to watershed or visual quality on land of Land Capability Districts 1a, 1c, 2, and 1b (stream environment zone), where conventional logging techniques may cause unacceptable water quality impacts or permanent soil damage;
	2. Maintenance of a healthy forest, removal of hazardous trees, and enhancement of foreground views on land developed for recreational, administrative or private purposes, or land intensively used for dispersed recreation; and

	3. Provision of ski trails, conversion of meadow encroachments, provision of vista openings, increase in water yield, or increase in range and wildlife forage. Harvesting may require aerial techniques, and cutting without removal for consumption may be necessary. Cut trees may be utilized on site for fuel wood, wildlife habitat, traffic barriers, or for other purposes.
Thinning	Reducing the number of trees in a stand to achieve the desired density for healthy, vigorous, fast-growing trees. See also "Selection Cut."
Timber stand improvement	Mechanical or chemical investment-type treatments intended to increase the future value of a timber stand by improving the composition, constitution, condition, and/or growth rate of a timber stand, including, but not limited to thinning, pruning, fertilization, and weeding.
Tree farms	An area where trees or other vegetation on the TRPA-approved species list are grown for commercial harvest. The use includes establishments where Christmas trees are cultivated or where other native trees and plants are grown for harvest at a later date.
Wildlife and Fishes	
Early successional vegetation management	Habitat management that results in an area being converted to and/or being maintained in an early successional stage, such as a meadow.
Nonstructural fish habitat management	Habitat management that maintains or improves fish habitat of any species through non-structural means for the primary purpose of perpetuating the cold water fisheries resource through management of their habitat. Includes stream barrier removal, human access control, protection and enhancement of riparian vegetation, and beaver control.
Nonstructural wildlife habitat management	Habitat management that maintains or improves wildlife habitat of any species through nonstructural means for the primary purpose of perpetuating viable populations of wildlife species native to the area through management of their habitat. Includes activities such as prescribed burning, snag protection, seeding and planting, maintenance of canopy closure, control of livestock, and access control.
Structural fish habitat management	Habitat management that includes improvements, such as channel stabilization, fish ladders, the construction and operation of dams, and removal of barriers to fish movement, to benefit specific fish species by replacing or repairing habitat features that have been diminished or altered.
Structural wildlife habitat management	Habitat management that includes improvements, such as installation of nest structures, creation of snags from green trees, water impoundments, guzzlers, shelters, and fencing, to benefit specific wildlife species by replacing or repairing habitat features that have been diminished or altered.
Range	
Farm/Ranch accessory structures	An uninhabited structure or building designed and built to provide cover for cattle, horses, and other related ranch animals, or for storage of farm or ranch implements, supplies, and products. Outside storage or display is included as part of the use. The use does not include any residential use and is not open to the public.

Grazing	Utilizing natural forage as subsistence for livestock.
Range improvement	Structural and nonstructural improvements and their maintenance designed to increase the forage, make forage areas accessible, provide water, and control livestock movement. The use includes prescribed burning, irrigation, fertilization, water developments, fencing, noxious plant control, type conversion, and seeding.
Range pasture management	Activities required to manage the use of pastures for grazing. The primary purpose is to utilize a fenced closure or other type of confined area, and the available forage therein, for livestock, such as pack and saddle horses, mules, and cattle.
Open Space	
Allowed in all areas of the region	Land with no land coverage and maintained in a natural condition or landscaped condition consistent with best management practices, such as deed-restricted properties and designated open space areas.
Vegetation Protection	
Fire detection and suppression	Facilities for the detection and suppression of wildfire to protect life, property, public safety, and resource values. The use includes the operation of lookout towers, aircraft, or other surveillance techniques.
Fuels treatment management	Activities required to treat fuels in order to reduce potential for damaging wildfires and secondarily to enhance visual quality and forest health, such as: tree cutting, treating slash by lopping and scattering, piling and burning, chipping, hauling slash to another area for utilization, burning or burial, and broadcast burning. The use also includes pruning limbs, removing ladder fuels such as brush and small diameter trees, thinning for adequate crown spacing, removing ground and surface fuels, etc. Any treatment that disrupts the vertical and horizontal continuity of fuels could be included. “Fuels Treatment” is equivalent to the following terms: “Fuels Treatment Management,” “Fuels Management,” “Fire Hazard Reduction,” “Fuel Hazard Reduction,” and “Hazardous Fuels Reduction.”
Insect and disease suppression	Activities, including use of biological or chemical means, required to suppress wildland infestations of insects or disease, where silvicultural and other management practices have been insufficient to prevent loss of resources.
Prescribed fire/ burning management	Planned burning under controlled conditions to dispose of slash or fuels, control unwanted vegetation, stimulate the growth of vegetation, control insects and pathogens, and maintain natural ecological succession in order to achieve vegetation and wildlife habitat management goals.
Sensitive plant management	Activities or improvements intended to protect, enhance, perpetuate, or increase the habitat of plant species listed by the state, federal government, or the TRPA as threatened, endangered, rare, or sensitive, such as: protective fencing and cages, livestock control, public education, direct control of people access, rerouting of trails, and other protective measures deemed appropriate to secure the survival of the species.

Uncommon plant community management	Activities or improvements designed to protect, enhance, or perpetuate and ensure the normal ecological processes of a plant community that is of local, regional, state, or national interest.
Watershed Improvements	
Erosion control	Structural or nonstructural techniques applied to a particular site or region to prevent or minimize over land loss of soil or nutrients.
Runoff control	Structural or nonstructural practices designed to provide reasonable assurance that the runoff water quality standards to the surface or ground waters will be achieved.
Stream environment zone restoration	The reestablishment of the natural functions of areas that, prior to modification, were directly influenced by the presence of surface water or near surface groundwater and that have been identified by TRPA as a stream environment zone. Reestablishment includes activities such as the removal of fill material or other encroachments, recontouring, revegetation, or restoration of physical, chemical, and biological attributes. The natural functions of an SEZ include the reestablishment of natural floodplains, the provision of wildlife habitat, protection of the soil resource, and filtration of nutrients and sediments from tributary or storm runoff.
~~Shorezone and Lakezone Use Definitions per TRPA Code of Ordinance 81.5~~	
~~Beach recreation~~	~~Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, picnic sites, piers, boat ramps, floating docks and platforms and mooring buoys.~~
~~Boat launching facilities~~	~~Recreational establishments which provide boat launching, parking and short term trailer storage for the general public. Long-term storage, mooring, and maintenance of boats are included under "marinas."~~
~~Commercial boating~~	~~Commercial use of pleasure craft or other vessel on a body of water.~~
~~Construction equipment operation~~	~~The operation of equipment, such as barges, pile drivers, and amphibious vehicles, for the purpose of repairing or constructing structures located in the shorezone.~~
~~Construction equipment storage~~	~~The storage of equipment, such as barges, pile drivers, and amphibious vehicles, used for the repair or construction of structures located in the shorezone. Construction equipment storage does not include stock piling of materials, except when the equipment is stored on or within other construction equipment.~~
~~Marinas~~	~~Establishments providing water-oriented services, such as yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities; excursion boat and sightseeing facilities; and other marina-related activities, including, but not limited to, fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures that are regulated and defined in Chapter 84. Condominiums, hotels, restaurants, and other such uses with accessory water-oriented multiple-use facilities are not considered marinas. Outside storage or display is included as part of the marina use.~~
~~Recreational boating~~	~~Noncommercial use of pleasure craft on a body of water, including regattas and speedboat races.~~

~~Safety and navigation facilities~~	~~Structures in the shorezone or lakezone whose purpose is the protection of the public health, safety, and general welfare, such as navigational buoys, lighthouses, scientific monitoring devices, and radio communication devices.~~
~~Salvage operations~~	~~The act of bringing a vessel, or its cargo to the water's surface.~~
~~Seaplane operations~~	~~Use of a permanent facility for the landing and take-off of aircraft on a body of water. Includes the fueling, maintenance, and storage of such aircraft.~~
~~Tour boat operations~~	~~Commercial use of a vessel rated by the U.S. Coast Guard for more than 30 passengers, where such passengers board and deboard at a single site.~~
~~Waterborne transit~~	~~Commercial use of a vessel rated by the U.S. Coast Guard for more than 30 passengers, where such passengers board and deboard at different sites.~~
~~Water intake lines~~	~~Pipelines and accessory structures, located within a body of water, whose purpose is to draw in and transport water to the backshore or beyond.~~
~~Water oriented outdoor recreation concessions~~	~~Water oriented outdoor recreation uses, such as food and beverage facilities at public beaches; fishing guide services; parasailing; recreation equipment rental (e.g., boats, wind surfing and beach equipment); but not including boat slips, boat and engine repair or the sale of fuel.~~

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Mid-Town Area/Specific Plan

Reshaping the heart of South Lake Tahoe

CITY OF SOUTH LAKE TAHOE

TAHOE REGIONAL PLANNING AGENCY

City of South Lake Tahoe | 10/8/26 | Final Draft

Adopted by City Council of South Lake Tahoe September 8, 2026

Adopted by Tahoe Regional Planning Agency Governing Board TBD

Land Acknowledgement

The City of South Lake Tahoe acknowledges the lands we occupy today are the lands and home of the Waší̌šiw, the people from here known today as the Washoe Tribe of Nevada and California, a sovereign nation. Since the beginning of time and for thousands of years before the arrival of any other people, the Washoe lived here and cared for this place, with values and intention that we can all learn from. On behalf of the City Council, I would like to acknowledge, thank, and honor the Indigenous Washoe Tribal Communities that are the past, present, and future stewards of the Lake Tahoe Basin.

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We sincerely thank each individual for their time and effort in participating in public workshops, attending public hearings, and submitting comments.

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CHAPTER 1 VISION AND GUIDING PRINCIPLES

Vision Statement

The Mid-Town area shall foster a defined sense of place in central South Lake Tahoe to facilitate ease and pleasure of residents going about their daily lives and give visitors a glimpse of the rich community and culture of South Lake Tahoe's current and original residents. Enhancement of existing recreation attractions will continue to support a lively and healthy community where all members find belonging. The natural beauty of Lake Tahoe and diversity of City residents shall be reflected in a thoughtful built environment with ample public art where residents and visitors alike can live, learn, explore, engage, and bridge generational and cultural divides.

Guiding Principles

The following principles are derived from topics and themes that were at the forefront of conversations with stakeholders and community members. They are meant to guide plan development and ensure the Mid-Town Area Plan Vision Statement is clear, considered, and consistent with all policies and standards contained within the Plan.

Recreation and Open Space

The abundance of recreation opportunities is a major component of what draws people to visit and reside in the Tahoe Basin. Within the south shore, Mid-Town provides the majority of local public recreation opportunities which will be expanded through the Mid-Town Area Plan.

Existing recreation uses should be enhanced to provide year-round opportunities to those of all ages, incomes, and abilities. The health and wellbeing of individuals and the community will be served through access to a variety of safe and well-maintained parks, day use areas, event venues, and open spaces.

The Area Plan will leverage the recently completed 56-Acres Master Plan to provide pedestrian-focused public open spaces that introduce and integrate all into the larger South Lake Tahoe Community. All future uses in 56-Acres site will be consistent with the goals of existing uses such as the Recreation and Aquatics Center and El Dorado County Library, to create a hub for open mindedness and connection.

Land Use and Transportation

Town Center businesses, services, and facilities will be further supported through the introduction of residential and mixed-use developments. Locals will have affordable-by-design housing opportunities that are within walking/biking distance of employers and commercial centers, improving quality of life, providing more time and opportunity for recreation, and increasing patronage of local businesses.

Greater residential density will catalyze growth of an integrated transportation network that is safe, reliable, and optimized for different modes of transportation and weather conditions.

Intentional improvements will address transportation network gaps, increasing traveler safety between popular locations such as South Tahoe Middle School, 56-Acres Master Plan site, LTCC/playing fields, Bijou Park, and residences.

Built Environment

The intrinsic value of Lake Tahoe should be reflected in a thoughtful built environment that complements and preserves open space, natural resources, and natural features through sustainable building practices and water quality treatments. Development should maintain the area's small-town charm while welcoming creative use of vacant and underused sites.

The evolution of the Mid-Town area will result in more third places where needs or interests not met in the home (first place) or at work (second place) can be addressed. Third places provide the opportunity for planned and by-chance encounters and should not be cost-prohibitive.

Developments should anticipate and cater to the specific needs of tenants through community space and amenities that improve quality of life and success of businesses.

Arts and Culture

Appreciate and recognize all aspects and individuals of our community through art that inspires self-discovery, critical thinking, creativity, and connection. Both public and private spaces are encouraged to embrace meaningful art.

Community Involvement

13 private stakeholder meetings, including multi-day workshops

6 agency coordination meetings

9 public hearings

4 open houses

3 community events

2 community talks

Consistent with Regional Plan Policy LU-4.6 and the intention of area plans “to be responsive to the unique needs and opportunities of communities of the region,” staff conducted extensive outreach. From August 2024 to September 2026, staff hosted or attended 37 events to solicit feedback on the plan's contents. The City also participated in two adjacent efforts (not led by City staff or consultants) that brought further insight. This included participation in the Tahoe Chamber's South Shore Business Walk where City staff and other Tahoe Chamber representatives conducted door-to-door outreach to local businesses. Survey questions were presented and discussed to gauge the health and needs of businesses and business owners. The City also participated in the National Association of Realtors' Transforming Neighborhoods Program. The South Tahoe Association of Realtors was awarded this professional assistance and chose to align the process with Mid-Town efforts.

Outreach was conducted in a manner that would produce a plan that is representative of all the ways our City is experienced. Input was received from high school and college students, members of our community that hold valuable perspectives which are not heard often enough. Open houses were held in different languages and locations to allow space for comments to be provided by those who may otherwise feel estranged from local government processes. Members of the Washoe Tribe could not fully participate in this effort due to capacity constraints. Policies have been included that allow the Mid-Town Area Plan to not only acknowledge the Washoe Tribe, but also reincorporate tribal culture, practices, and values in the evolution of the City. Such policies are meant to serve as a placeholder for further collaboration with the Washoe Tribe.

CHAPTER 2 INTRODUCTION

The Mid-Town Area Plan (Area Plan) is a comprehensive framework that prioritizes the well-being of residents by improving recreation opportunities, promoting walkability, supporting economic activity, and promoting sustainable growth. The Area Plan is consistent with the City of South Lake Tahoe General Plan (General Plan) and the Tahoe Regional Planning Agency's Regional Plan. Other City documents that influence and inform the Area Plan include the 56-Acres Master Plan;[1] Climate Action Plan; Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan; Local Hazard Mitigation Plan; and the 2023-2028 Strategic Plan. The contents are intended to strengthen an individual's sense of belonging, encourage community, and create sustainable and safe neighborhoods.

Setting and History

The Mid-Town plan area consists of approximately 780 acres on the south shore of Lake Tahoe, in central South Lake Tahoe (Figure 1). This area, the greater Tahoe Basin, and surrounding region are the original homelands of and were historically under the care of the Waší·šiw (Washoe people). Washoe lived on and alongside the land until 1858 when discovery of the Comstock Lode brought an influx of Euro-Americans to the area. These events led to the first permanent developments in the area, log-framed homes serving tourists escaping the city and miners looking for work. The Washoe people were displaced as settlers privatized land, exploited natural resources, and suppressed Washoe culture. A year-round population developed in the 1950s when Nevada gaming regulations were relaxed. As of 2021 there were approximately 1,550 official Washoe tribal members living on reservations, on ancestral territory in the Tahoe Basin and Carson Valley, and in the San Francisco Bay area (Guimarães Dodds, 2009).

Many facilities that served early settlers were in the Mid-Town plan area, specifically within the 56-Acres site. These included government offices; the Tahoe Basin's first medical facility; and for a brief period, City Hall. The structure that is currently the Lake Tahoe Historical Museum (3058 Lake Tahoe Blvd.) was built in 1959 as the El Dorado County Library to serve the south shore (Miller & Root, 2021).

Previous Planning Documents

The Mid-Town Area Plan combines parcels from four plan area statements and one community plan under a single guiding framework. The Area Plan will replace the Bijou/Al Tahoe Community Plan and Tahoe Sierra (Sierra Tract) Commercial Plan Area Statement (PAS) in their entirety. Select parcels from the Al Tahoe PAS, Bijou Meadows PAS, and Highland Woods PAS have been incorporated to eliminate split zoning and incorporate public service uses within the plan area.

[1] This is not a TRPA-approved master plan.

The Bijou/Al Tahoe Community Plan was adopted in October of 1995 and most recently amended in January 2022. It directed development for most areas now under the Mid-Town Area Plan, including Lake Tahoe Community College, South Tahoe Middle School, and publicly owned facilities within the 56-Acres Master Plan site. The Bijou/Al Tahoe Community Plan focused on propelling commercial, tourist, and recreation activities while ensuring that physical development was consistent with the environment and ecology of the area. In development of the City's 2011 General Plan, the following were identified by residents as neighborhood priorities for the Bijou/Al Tahoe Community Plan:

- Expand role as an economic center along Highway 50 [Lake Tahoe Blvd.] and at Lake Tahoe Community College.
- Develop new social centers in places like Lakeview Commons and Lake Tahoe Community College.
- Construct a new government center in the Bijou/Al Tahoe Community Plan Area.



Plan area statements were established by Tahoe Regional Planning Agency's 1987 Regional Plan. They provide goals, policies, and land use regulations at a neighborhood level. Each PAS includes permissible uses and maximum densities, while all other development standards default to South Lake Tahoe City Code (SLTCC) or TRPA Code of Ordinances (TRPA Code).

With the Mid-Town Area Plan, the Tahoe Sierra (Sierra Tract) Commercial PAS is the last commercial zone to be incorporated into an area plan or community plan. The creation of the Tahoe Sierra (Sierra Tract) Commercial PAS and adjacent Highland Woods PAS left numerous parcels bisected between the plans. The Mid-Town Area Plan proposed to correct this by incorporating the entirety of the parcels in the Area Plan except for parcels where this would cause foreseeable conflicts with neighboring uses.

Select parcels from the Bijou Meadows and Al Tahoe PAS are incorporated in the Area Plan. These include the Bijou Golf Course, Bijou Meadow, Bijou Community Park (PAS 101, Special Area #1), South Tahoe Public Utility District lands, public parking lots, and the City of South Lake Tahoe Fire Station #2.

Area Plan Adoption

The Mid-Town Area Plan shall be adopted by the South Lake Tahoe City Council and TRPA Governing Board at respective public hearings. The Area Plan becomes effective immediately after adoption by TRPA and at that time will replace the previously noted documents. The applicable plan area statements will remain effective for parcels not included.

Organization of the Area Plan

The structure of this plan mimics that of the City of South Lake Tahoe's General Plan. Chapter 1 details the vision for the Mid-Town area, developed through extensive community engagement with residents, business owners, community organizations, and other stakeholders. Following this section, the regulatory setting of South Lake Tahoe and the City's authority to adopt an area plan/specific plan are discussed. Subsequent chapters describe the existing conditions and community priorities through policy direction. An implementation chapter is included which identifies further actions for achieving the Plan's goals. Lastly, development and design standards are provided to guide site improvements and create cohesive yet distinguishable districts.

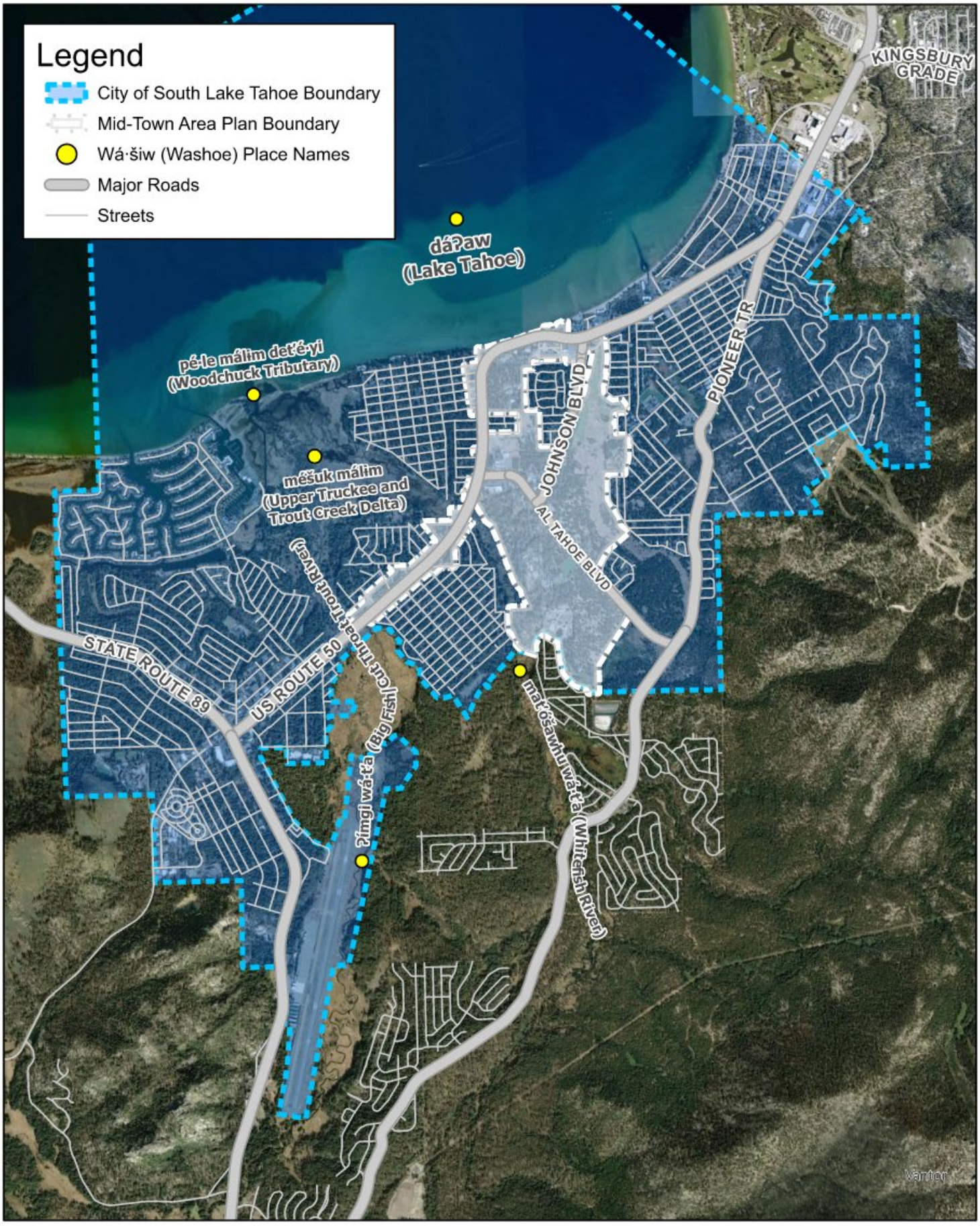


Figure 1: Context Map - City of South Lake Tahoe

City of South Lake Tahoe Mid-Town Area Plan

N

0 0.3 0.6 1.1 Miles

CHAPTER 3 LEGAL AUTHORITY AND REGULATORY SETTING

While all plans created by the City of South Lake Tahoe must comply with policies and regulations established by the State of California, many documents, including area plans, must also be approved by the Tahoe Regional Planning Agency. This section describes the policy and regulatory framework surrounding the Mid-Town Area Plan.

Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency (TRPA) was established in 1969 through a bi-state compact (Compact) adopted by California and Nevada and signed into action by President Richard Nixon. Per the Compact, the organization's purpose is to establish Environmental Threshold Carrying Capacities (threshold standards) and develop attainment methods to maintain Lake Tahoe's clarity and guide orderly growth and development in the Tahoe Basin. TRPA's primary guiding document is the Regional Plan, executed through the TRPA Code of Ordinances. TRPA also serves as the Tahoe region's federally designated metropolitan planning organization (MPO), tasked with carrying out transportation planning.

Regional Plan

TRPA's Regional Plan was adopted in 1986, updated in 2012, and has undergone several amendments since. The plan guides development in the Tahoe Basin in a manner to achieve and maintain its established threshold standards. In addition to goals and policies, the plan directs land use in the basin through plan area statements, community plans, and area plans as referenced throughout this document. Plan area statements and districts within community plans or area plans are associated with a land use classification. The Mid-Town region is comprised primarily of the mixed-use and recreation land uses designations (Table 1).

Table 1: Regional Plan Conceptual Land Uses

Regional Plan Conceptual Land Use	Area (acres)	Percent of Plan Area
Mixed-Use	384	51.8%
Recreation	299	40.3%
Conservation	56	7.5%
Residential	3	0.4%
Backcountry	0	0%
Resort Recreation	0	0%
Wilderness	0	0%
Tourist	0	0%

The Regional Plan's Conceptual Regional Land Use map identifies three locales within Mid-Town as Town Center districts. With the adoption of this Plan, the Town Center shall be expanded to include all eligible parcels that are not identified as stream restoration areas. The parcels

consisting of Bijou Community Park and Bijou Golf Course and Meadow are Recreation. Several parcels bordering Trout Creek are identified as stream restoration priority areas. These classifications as defined in the Regional Plan are included below.

Town Center	Town Centers contain most of the Region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the Region.
Mixed-Use	Mixed-use areas are urban areas that have been designated to provide a mix of commercial, public services, light industrial, office, and residential uses to the Region or have the potential to provide future commercial, public service, light industrial, office, and residential uses. The purpose of this classification is to concentrate higher intensity land uses for public convenience, and enhanced sustainability.
Recreation	Recreation areas are non-urban areas with good potential for developed outdoor recreation, park use, or concentrated recreation. Lands which this plan identified as recreation areas include (1) areas of existing private and public recreation use, (2) designated local, state, and federal recreation areas, (3) areas without overriding environmental constraints on resource management or recreational purposes, and (4) areas with unique recreational resources which may service public needs, such as beaches and ski areas.
Stream Restoration	Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior or existing development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration. See Figure 8, Special Designations for parcel locations.

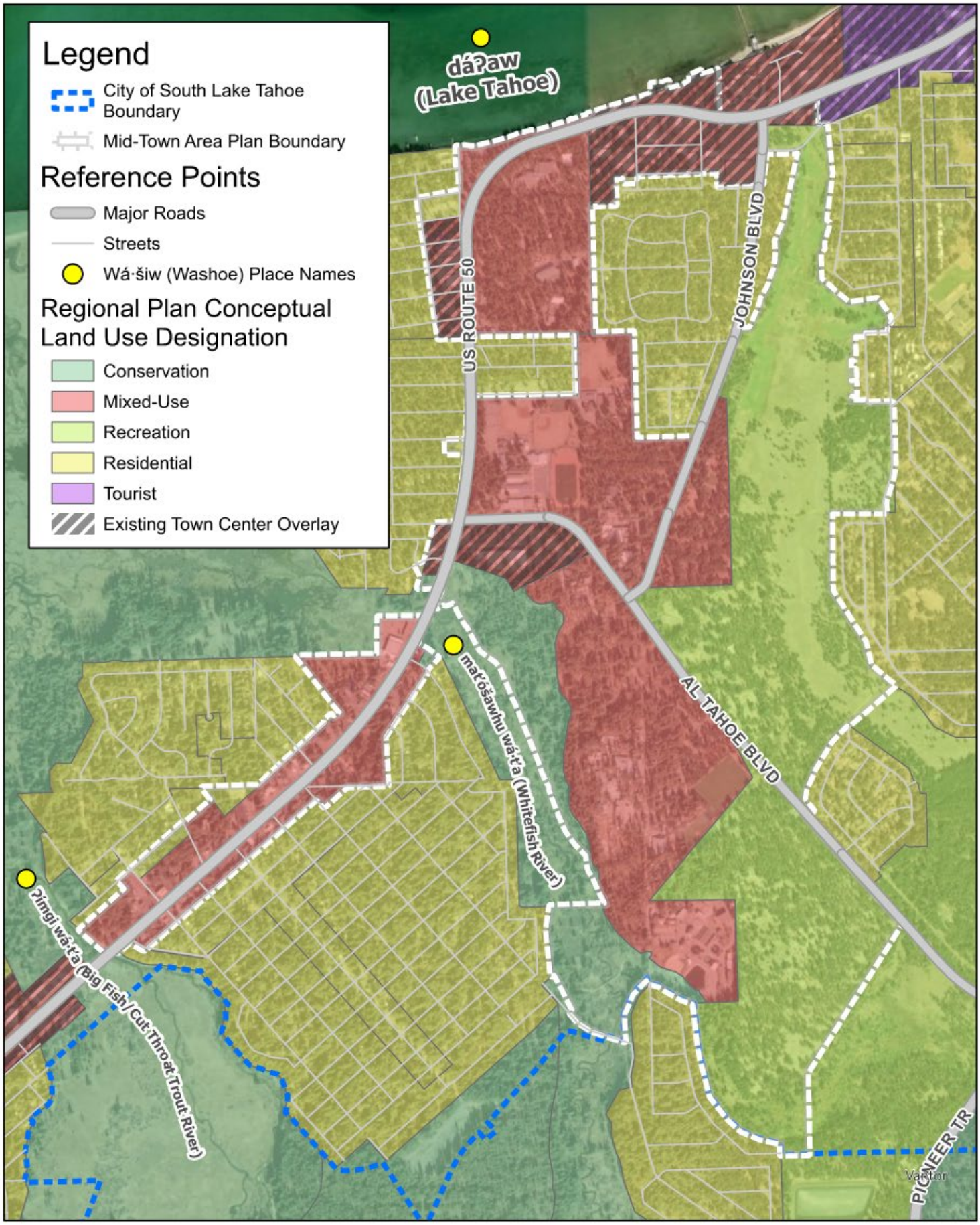


Figure 2: Regional Plan Conceptual Land Use Designations

City of South Lake Tahoe Mid-Town Area Plan

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Figure 2: Regional Plan Conceptual Land Use and Town Center (existing)

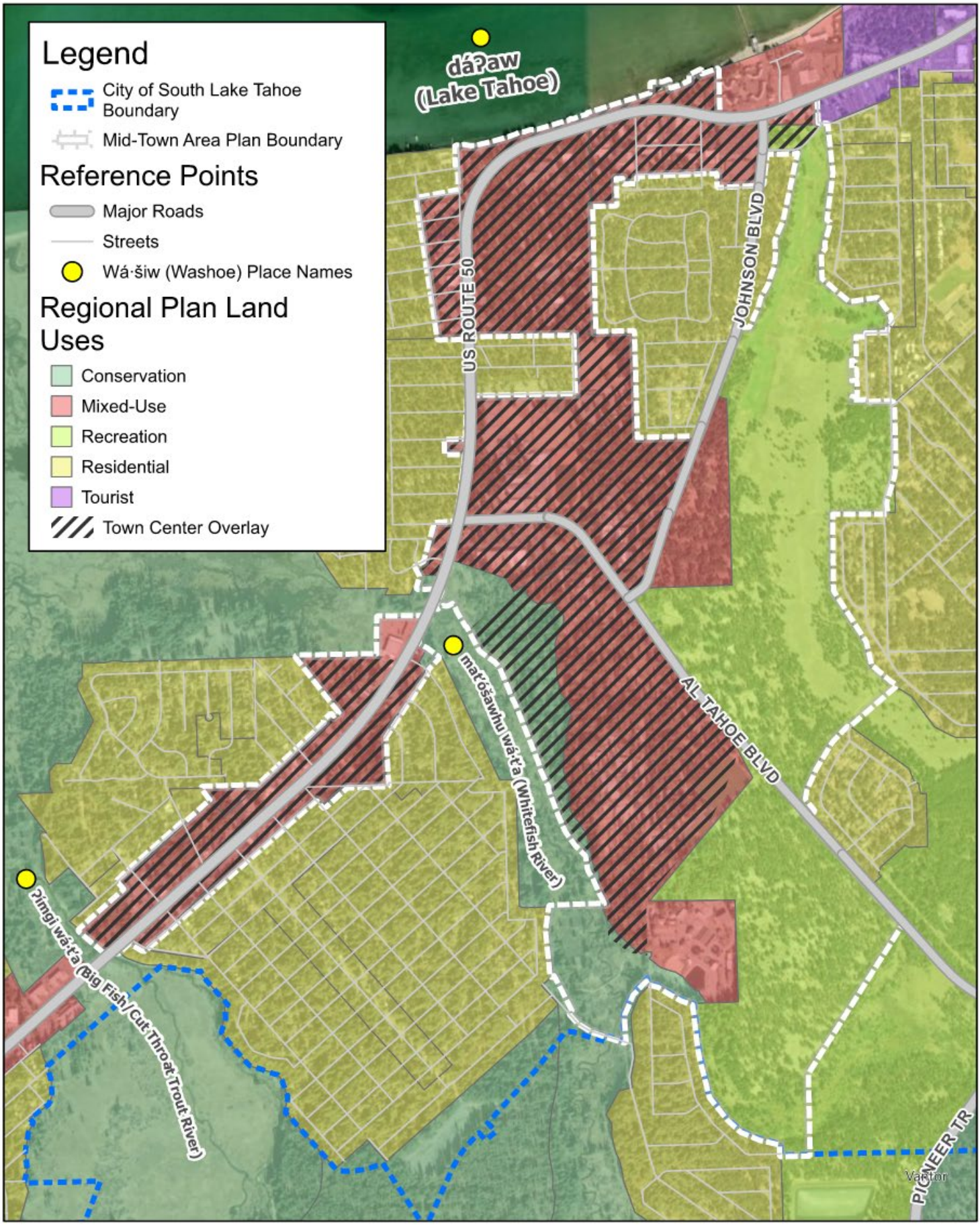


Figure 3: Regional Plan Conceptual Land Use as Amended by MTAP

City of South Lake Tahoe Mid-Town Area Plan

Figure 3: Regional Plan Conceptual Land Use and Town Center (as amended by Mid-Town Area Plan)

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Area Plans

Realizing the need for community level plans and the importance of resident and stakeholder input, in 2012 TRPA updated the Regional Plan and Code of Ordinances Chapter 13 to encourage local jurisdictions to adopt area plans to supersede dated plan area statements. Area plans allow jurisdictions the opportunity to create area specific standards, though all policies and standards must be consistent with goals and policies of the Regional Plan. Once adopted, an area plan is considered a component of the Regional Plan.

In addition to adopting an area plan, TRPA must also certify the plan annually. To do so, TRPA conducts an annual audit of projects permitted within the plan area to confirm they comply with plan standards. A four-year recertification is also completed based on Regional Plan Goals and Policies DP-2.1 to review load reductions as discussed in Chapter 9, Natural Resources and Water Quality: Water Quality. This process shall be completed in accordance with TRPA Code of Ordinances Section 13.8.

Community Plan

Much of the land to be incorporated in the Mid-Town Area Plan was previously under the Bijou/Al Tahoe Community Plan, which the Area Plan replaces in its entirety. The City adopted the Community Plan in October of 1995. It was only intended to be in place until 2007. The primary areas of focus were infrastructure improvements to commercial and tourist uses; incorporation of bicycle and pedestrian transportation infrastructure; and expanded recreation opportunities, such as improved lake access, campground expansion, and extensions of bike trail systems. Many of these concepts are carried on through the Mid-Town Area Plan, with an added emphasis on local life and housing availability.

Metropolitan Planning Organization

TRPA is the Tahoe region's federally designated metropolitan planning organization, or the Tahoe Metropolitan Planning Organization (TMPO). TMPO /TRPA was responsible for preparing a Sustainable Communities Strategy (SCS) in accordance with California Senate Bill 375 to align transportation, housing, and land use decisions toward reduced GHG emissions consistent with targets set by the California Air Resources Board (CARB). The Connections 2050: Regional Transportation Plan serves as TMPO /TRPA's SCS.

Standards in Mid-Town Area Plan are consistent with the Regional Transportation Plan/SCS goals and policies in that they aim to increase housing where services, amenities, and recreation opportunities exist (Tahoe Regional Planning Agency, 2025).

State of California

Specific Plans

California Government Code Section 65450 et seq. allows jurisdictions with compliant general plans to prepare specific plans when directed to do so by the local legislative body. Specific plans shall state their relationship to the general plan, and display through text and supporting diagrams existing land use patterns, existing and proposed public and private essential infrastructure (transportation, water, drainage, etc.), development standards, resource

conservation standards, and implementation measures necessary to carry out the aforementioned.

For ease of reference the Mid-Town Area Plan is most often called an area plan; however, it complies with requirements for specific plans and qualifies as such under California statute.

Regulatory Agencies

The City's main arterial road is US Highway 50, locally named Lake Tahoe Boulevard. The California Department of Transportation (Caltrans) is responsible for its design, implementation, and maintenance. While Lake Tahoe Boulevard serves as the primary road for through traffic, certain sections have features of local roads with direct access to businesses and some residences. As discussed in Chapter 7, Transportation and Circulation, the City works closely with Caltrans to address local needs while maintaining a high level of service.

The California State Lands Commission oversees shorezones and submerged lands, including those of Lake Tahoe within California. As appropriate, such lands are preserved, restored, or developed with compatible recreation or economic uses. The State Lands Commission is also responsible for resolving boundary disputes between public and private lands.

City of South Lake Tahoe

To the extent possible, the City of South Lake Tahoe must adhere to both the Compact and California State law. Area Plans may contain substitute standards to those in TRPA Code of Ordinances. Substitute standards are intended to concentrate development in town centers and increase development incentives. Area plan standards must be consistent with meeting environmental thresholds and increasing housing availability. Purely local matters remain under the City's authority.

General Plan

The City of South Lake Tahoe's 2011 General Plan identifies four (4) different land use categories within Mid-Town. These various categories reflect the areas' variability and ability to support the surrounding residential uses. It is the goal of this Plan to create and enhance the identifying characteristics of these areas, while maintaining a cohesive, community-oriented atmosphere.

The General Plan identifies three (3) citywide social centers (Lake Tahoe Community College; social service and public safety offices of the City of South Lake Tahoe and El Dorado County at the intersection of Johnson Blvd. and Al Tahoe Blvd; and the 56-Acres project area) and one neighborhood gathering place (Lakeview Commons and El Dorado Beach) within the plan area.

Neighborhood Center	This designation provides for commercial, and tourist uses supported by high-density residential. This use supports horizontal and vertical mixed-use developments. This designation is applied to areas that are currently developed with commercial and/or tourist uses, areas of existing excess land coverage, and areas that are near commercial, employment, transit, and public services.

Town Center	This designation provides for a mixture of uses including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services.
Special District	This designation provides for unique land uses that require flexibility or special considerations. This includes public facilities, industrial uses, and transportation uses (i.e., airport). Special districts within the Mid-Town plan area include the Lake Tahoe Community College campus, South Tahoe Middle School and Lake Tahoe Unified School District offices, South Tahoe Public Utility District, Happy Homestead Cemetery, and social service and public safety offices of the City of South Lake Tahoe and El Dorado County.
Recreation	This designation provides for outdoor recreation areas, active and passive recreational uses, habitat protection, and public/quasi-public uses. This designation is applied to areas with existing or proposed outdoor recreation and areas without overriding environmental constraints.

Table 2: General Plan Land Uses

Land Use Designation	Area (acres)	Percent of Plan Area
Recreation	352	47.5%
Special District	214	28.9%
Conservation	56	7.5%
Town Center	55	7.5%
Neighborhood Center	53	7.2%
High Density Residential	6	0.9%
Mixed-Use	3	0.5%
Low Density Residential	1	0.1%
Tourist	0	0.0%

The following are General Plan policies that direct responsible growth and redevelopment of Mid-Town.

Policy LU-1.6: Civic Center Creation The City should explore the financial feasibility of consolidating City administrative uses on one City-owned property in the Bijou/Al Tahoe Community Plan area.

Policy LU-1.8: Future Commercial Floor Area (CFA) Commodities The City shall pursue the maximum amount of available Commercial Floor Area that can be allocated by the Tahoe Regional Planning Agency, up to an additional 386,000 square feet above 2009 levels, in order to use it as an incentive for revitalization, economic growth, and urban renewal. The City should target future CFA commodities as follows:

Bijou/Al Tahoe Community Plan Area: up to 55,000 square feet of new CFA.

Policy LU-1.12: Land Coverage Consolidation The City shall encourage transfers of existing land coverage within identified hydrologic areas to parcels within area plans to provide an incentive for larger mixed-use, commercial, and tourist projects that serve the needs of residents and visitors.

Policy LU-2.1: Community Plan Redevelopment, Expansion, and Upgrade The City shall encourage public and private investment in the expansion and upgrade of commercial and tourist accommodation projects within the Tahoe Valley, Bijou/Al Tahoe, and Stateline/Ski Run community plan areas and use appropriate financing tools, such as redevelopment, to achieve economic and land use goals, as determined as proper to achieve this objective.

Policy LU-2.5: Bijou/Al Tahoe Community Plan Area The City shall encourage the creation of a viable residential neighborhood with appropriate neighborhood amenities and compatible high-quality, family-oriented recreation and public facilities including government offices.

Policy LU-2.8: Community Plan Incentives The City shall provide permit streamlining, commodity increases, coverage increases, and other similar incentives to encourage implementation of General Plan goals and policies.

Appeals

Appeal procedures shall be consistent with TRPA Code of Ordinances Section 13.9 and the Memorandum of Understanding as approved by the City and TRPA.

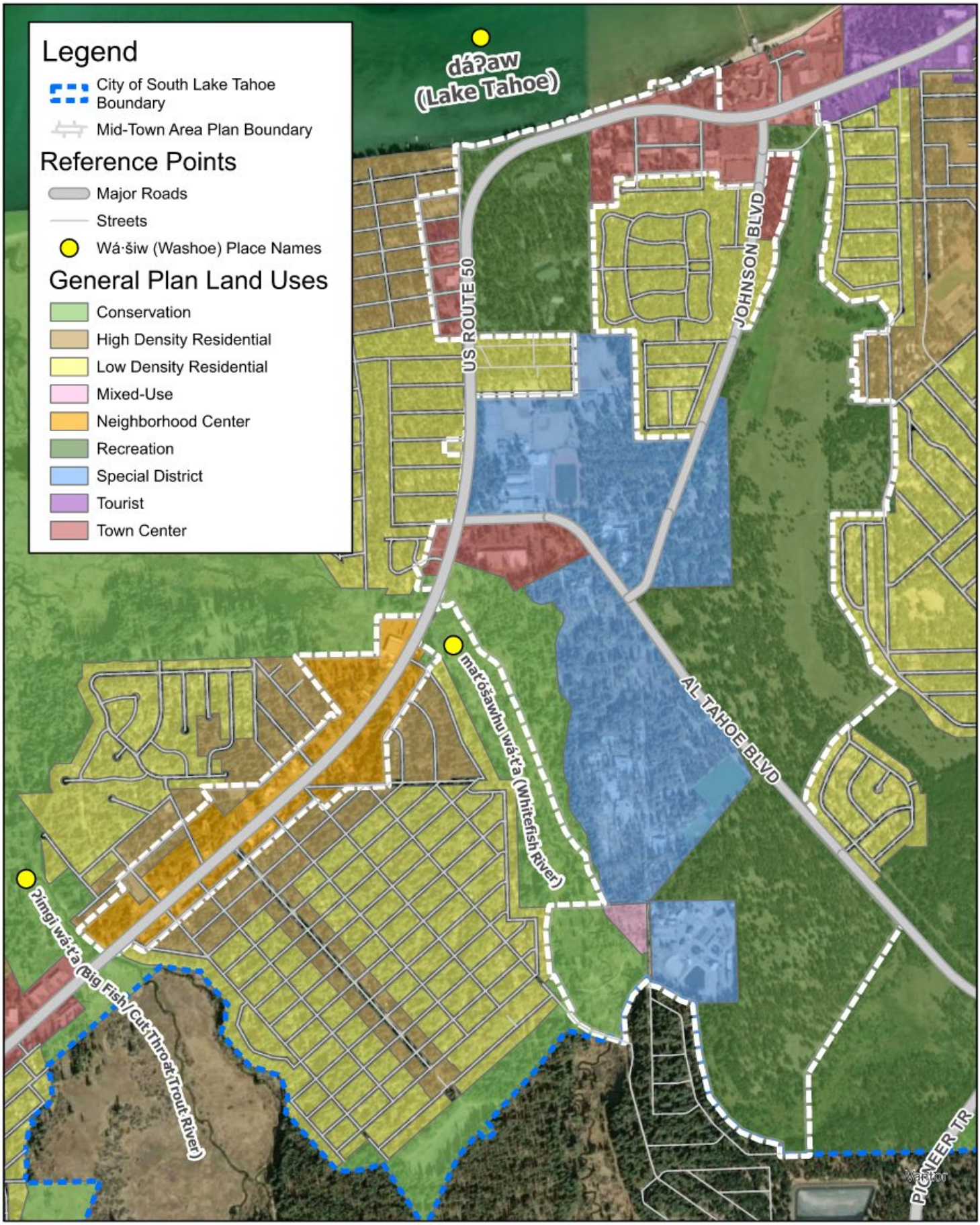


Figure 4: General Plan Land Uses

City of South Lake Tahoe Mid-Town Area Plan

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CHAPTER 4 LAND USE AND COMMUNITY DESIGN

Land use refers to the composition of the plan area, including use types, neighboring land uses, and overlays which further affect the uses allowed. Community design is identified first through the establishment of land use districts and emphasized through development and design standards in Appendix A.

Existing Conditions

Land Uses Within the Plan Area

There are a wide variety of existing land uses within the plan area. Table 3 summarizes existing uses by acreage and total area.

Table 3: Existing Land Uses

Land Use	Area (acres)	Percent of Plan Area
Public Service	239	32.3%
Recreation	219	29.6%
Vacant	129	17.4%
Commercial	72	9.7%
Open Space	52	7.0%
Single Family Residential	17	2.3%
Tourist Accommodation	11	1.5%
Multi-Family Residential	2	0.3%

Public Service

The Mid-Town area is home to the U.S. Postal Office, Department of Motor Vehicles, Happy Homestead Cemetery, South Tahoe Middle School, Boys and Girls Club of South Lake Tahoe, and South Tahoe Public Utility District (STPUD) facilities. Local government services found within the Mid-Town include the El Dorado County Superior Court and jail, El Dorado County Assessor's Office, and El Dorado County Social Services.

Recreation

Recreation is the second largest land use in the plan area. These areas include but are not limited to El Dorado Beach, Bijou Golf Course, Bijou Community Park, and the South Lake Tahoe Community Playfields. Within the 56-Acres Master Plan site are the Campground by the Lake, ice arena, and Recreation & Aquatics Center which opened in April 2026.

Open Space

Approximately 7% of the plan area has not been developed and is deemed open space. Several of these parcels are classified as stream environment zones and are unfit for development, while others contain minimal development such as bike trails.

California Tahoe Conservancy

The California Tahoe Conservancy (CTC) was established in 1984 to protect, restore, and enhance the natural environment of Lake Tahoe. The CTC acquires sensitive lands and restores them by removing development, decompacting and stabilizing soils, and revegetating with native species.

The City of South Lake Tahoe and CTC have been in negotiations regarding an exchange of parcels that would assist each entity in furthering their missions. A number of these parcels are within the Mid-Town area. CTC owns four (4) parcels within the plan area totaling 2.02 acres, three (3) of which are being considered for transfer to the City under the exchange. Two (2) City-owned parcels are under consideration for transfer to CTC. These parcels are adjacent to the Truckee Marsh and South Tahoe Bikeway. One is overlaid by the 100-year floodplain, making it unfit for development. These two parcels, among others, were identified by community members as desirable for restoration and open space.

Commercial

The plan area's commercial and tourist accommodation uses are concentrated along Lake Tahoe Blvd. There are a wide range of commercial uses in the plan area, including grocery stores; restaurants and bars; vehicle repair and tire shops; craft and toy stores; services such as insurance and notary; and many more.

Tourist accommodations include Hotel Azure, Tahoe Pines Lodge, Holly's Place, Tahoe Mountain Inn, Sky Lake Lodge, and Nickelodeon Motel.

Commercial Floor Area

The Mid-Town area contains approximately 500,000 square feet of commercial floor area (CFA). The City of South Lake Tahoe held 6,150 square feet CFA dedicated to developments within the Bijou/Al Tahoe Community Plan boundary which upon the adoption of the Mid-Town Area Plan was made available to all parcels within the plan boundary. CFA held in undesignated City pools may also be allocated to parcels within the plan area as well as transfers between private parties.

Residential

There are approximately 37 single-family residential parcels within the plan area, the majority of which are air space condominiums. The remaining residential parcels are found throughout the periphery of the plan area. There are four multi-family housing parcels, including three duplexes and the Skylark Mobile Home Park which contains 11 homes.

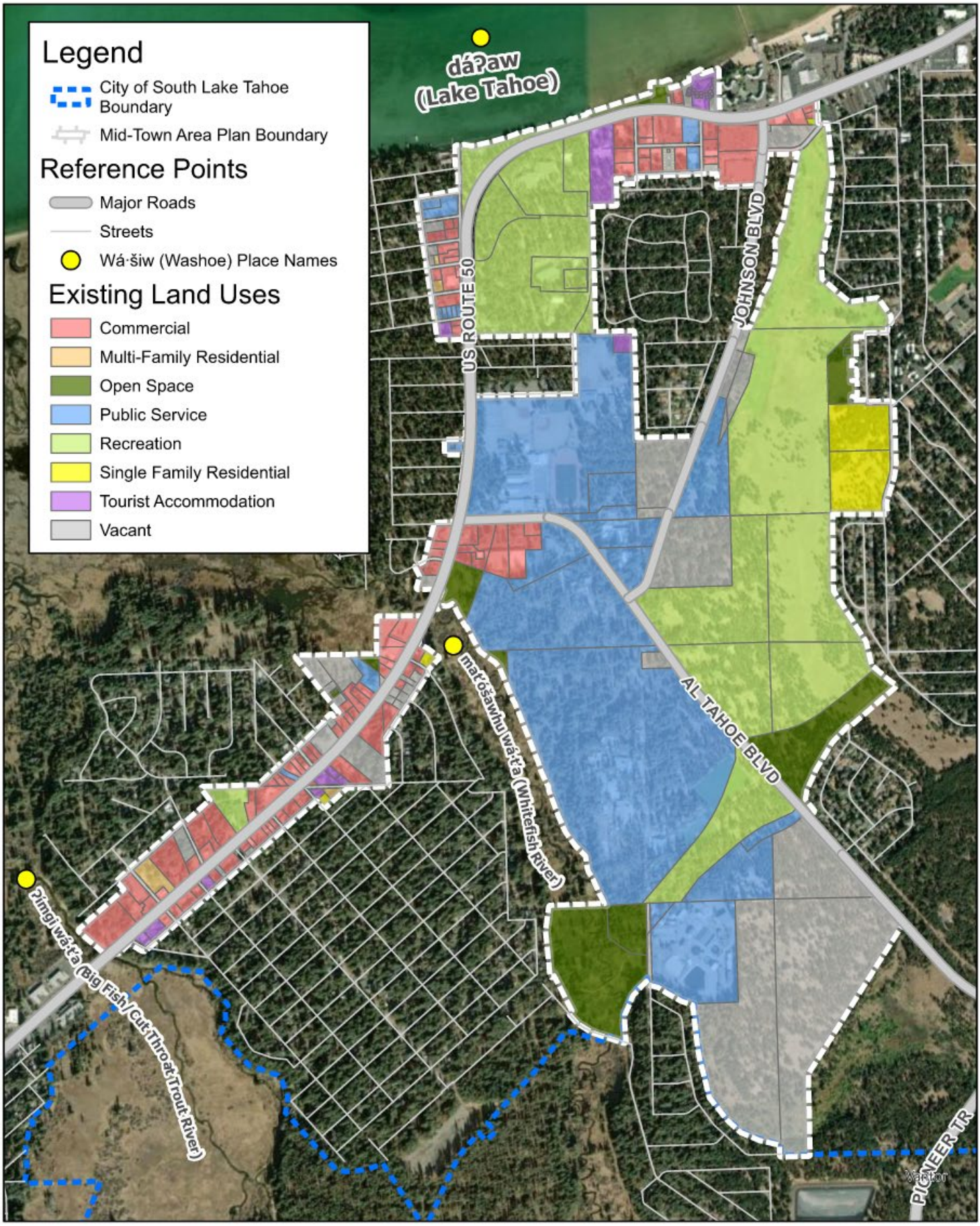


Figure 5: Existing Land Uses

City of South Lake Tahoe Mid-Town Area Plan

Figure 5: Existing Land Uses

Neighboring Land Uses

Much of the plan area is adjacent to residential zones. The Al Tahoe and Highland Woods neighborhoods are to the northwest of the plan area, Tahoe Sierra (Sierra Tract) to the southwest, Bijou to the east, and Bijou Pines in the center of (but not included in) the plan area. The Trout Creek stream environment zone passes between the northern and southern portions of the Mid-Town plan area, while the Upper Truckee River passes along the western edge of the plan area. The northernmost portion of the boundary ends at the high-water line of Lake Tahoe, where the City's jurisdiction ends. TRPA jurisdiction, however, extends lakeward. A small portion of the plan area boundary, about 1/3 mile in the northeast corner, meets the Tourist zoning designation of the Tourist Core Area Plan.

Lake Tahoe Airport Land Use Compatibility Plan

The Division of Aeronautics' California Airport Land Use Planning Handbook requires local jurisdictions with public-serving airports to adopt Airport Land Use Compatibility Plans (ALUCP) to promote responsible land use planning that considers the unique noise and safety elements of airports. While this task is generally delegated to counties, the state named the City of South Lake Tahoe as the responsible entity for the Lake Tahoe Airport. The Planning Commission alongside two additional appointees serve as the Airport Land Use Commission (ALUC). This body reviews projects relating to expansion of airport facilities and may be called on to review projects within the airport's sphere of influence, or Overflight Safety Zones, as exhibited in Figure 6.

Safety Zones 4 and 6 overlay portions of the plan area. Zone 6 is the Airport Traffic Pattern Zone. It is the least restrictive and all uses are compatible. Safety Zone 4 is the Outer Approach/Departure Zone, with uses ranging from compatible to incompatible. Non-residential densities are limited per Table 4-2 of the ALUCP.

Noise contour bands for 50-55 CNEL (dB) and 55-60 CNEL (dB) overlay portions of the Mid-Town plan area. All uses are compatible in the 50-55 dB range. Single family dwellings, secondary residences, mobile home dwellings, schools, and threshold related research facilities are conditionally compatible in the 55-60 dB range. Conditionally compatible uses will experience moderate noise interference with outdoor activities and with indoor activities when windows are open. The uses shall be allowed so long as outdoor activities are minimal, and construction features are included that reduce interior noise levels to 45 dB.

The entirety of the City is within the ALUCP's Overflight Notification Area, where aviation-related annoyances may be experienced even when a property is located outside of the established noise contour bands. To inform property owners of this possibility, all residential developments must record an overflight notification.

To reduce hazards to incoming airplanes, multiple airspace protection surfaces are identified. The approach, runway end sitting surface, horizontal surface, and conical surface layers overlap the plan area. These airspace protection surfaces do not conflict with the proposed building heights. At the lowest point of intersection, the airspace protection surface limits obstructions to 134 feet above the airport elevation. This is beyond the height allowed by TRPA for all zones of the Mid-Town Area Plan.

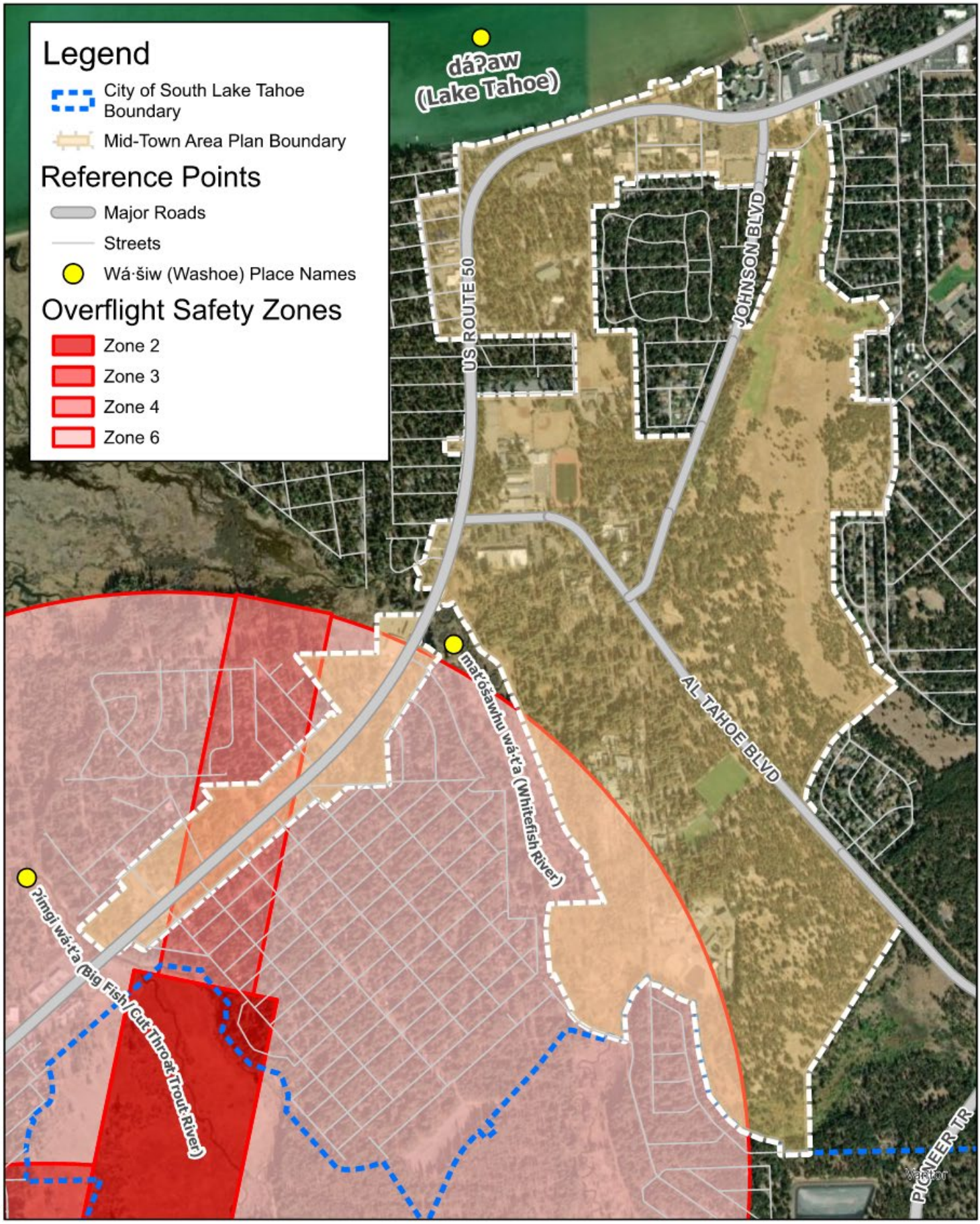


Figure 6: Lake Tahoe Airport Overflight Safety Zones

City of South Lake Tahoe Mid-Town Area Plan

Figure 6: Lake Tahoe Airport Overflight Safety Zones

Land Use Districts

The Mid-Town plan area is separated into six (6) districts for which a unique vision has been created. Below is a brief description of each district and elements the community felt most important to address in the Area Plan.

Tahoe Sierra Business District

Overview



Stakeholders feel the Tahoe Sierra area should maintain a strong commercial presence, while incorporating modest residential uses. Many parcels are small and near residential uses. This has been considered in identifying permissible uses and design standards to avoid noise and parking conflicts.

While there is much open space surrounding the neighborhoods adjacent to the district, stakeholders identified multiple parcels they felt appropriate for restoration and open space. Three of these parcels are identified by TRPA as a Stream Restoration Plan Area. The City is in the process of transferring two community identified parcels to the CTC to be maintained as open space.

Automobile infrastructure dominates the area, creating an unpleasant and sometimes unsafe experience for pedestrians and bicyclists. It is not uncommon for driveways to take up most of a parcel's frontage.

Special Considerations

Transformation of Palmira Avenue into a bike boulevard should be explored to create a safer experience for bikers and to deter use of this street as a shortcut around traffic on Lake Tahoe Boulevard. Signalized intersections other than Sierra Boulevard should be considered as emphasized cyclists crossing points across Lake Tahoe Boulevard. Similar strategies may be applied to roadways shared with heavy bicycle traffic on the northern side of Lake Tahoe Boulevard.

Permissible uses have been expanded and modified to allow for the growth of local businesses that often begin as home occupations but have outgrown the space. Businesses in this category such as cottage food production, welding, and woodworking are often limited to industrial zones which limits exposure and growth of the business. Allowing such uses within appropriate areas of Mid-Town creates greater potential for small business growth, community events, larger scale makerspaces, and an overall healthier and more vibrant community.

Harrison/Sandy District

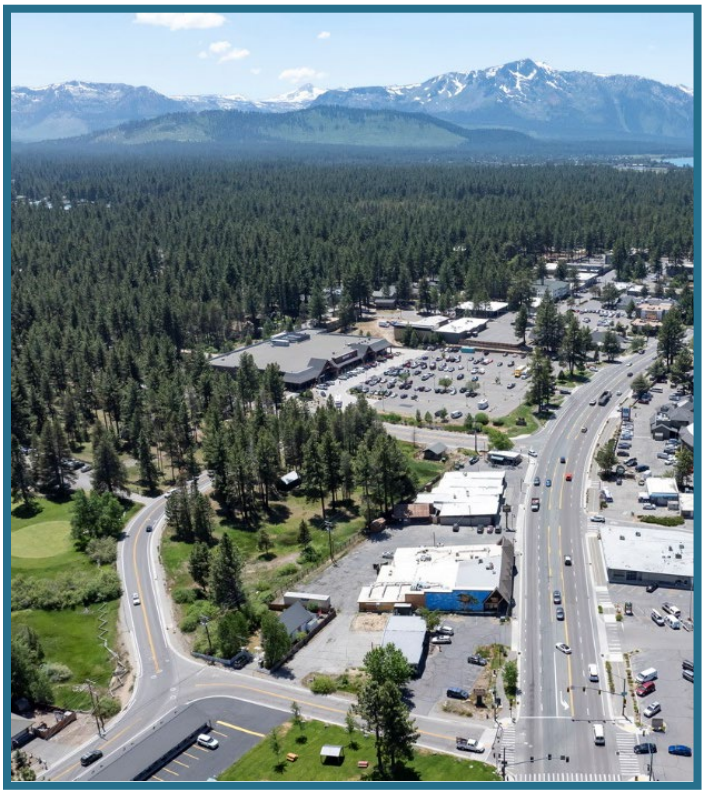
Overview

Stakeholders view this area of Mid-Town as a "locals' downtown," though noted shortcomings in navigating the area. The Sandy Way area suffers from a lack of pedestrian friendly infrastructure, accessibility features, and stormwater improvements. Parking is limited and many spaces require that vehicles back into roadways,. A complete street plan like that of Harrison Ave. should be explored. Street parking would provide room for sidewalk improvements, while preserving the shared parking structure as exists today. Shared improvements have great potential to spur private redevelopment. Enhanced walkability would further the small-town charm of the area that community members emphasized should be preserved. This area should be supported by resident and tourist serving commercial uses as well as multifamily residential uses.

The Harrison Ave. area is well established, with strong pedestrian, bike, social, and economic activity. There have been many façade improvements and remodels spurred by the Harrison Ave. Streetscape Improvement Project. While the area is largely built out, there are community identified priorities to decrease congestion, solve parking conflicts, and reduce conflicts between pedestrians and bikes/scooters. Business owners along Harrison Ave. emphasized the importance of community events to the success of their businesses and supported development of more community spaces for year-round events in the neighboring 56-acres site.

Special Considerations

Stakeholders overwhelmingly shared their appreciation for this area's small-town charm and the many businesses within the district that they consider locals' favorites. The streetscape improvements as discussed above are especially important to create a welcoming environment that supports these vibrant community hubs.



Careful consideration should be taken to prevent commercial parking spaces from being used by beachgoers, creating conflicts with business patrons. Additional public parking facilities and enforcement mechanisms should be explored independently and alongside additional beach access improvements.

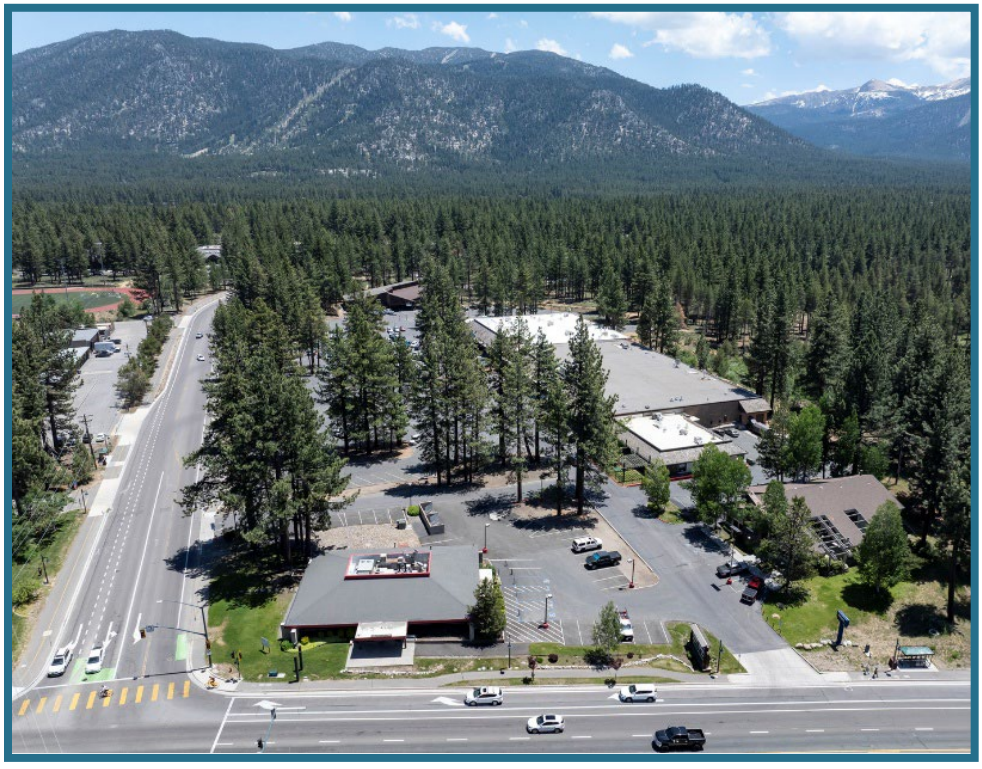
Al Tahoe Center District

Overview

Parcels at the corner of Highway 50/Lake Tahoe Blvd. and Al Tahoe Blvd. have significant existing coverage, BMP certificates, and are in a Town Center, all of which provide ample redevelopment opportunity. The proximity of these parcels to major employers such as the Al Tahoe Post Office, Lake Tahoe Community College, Lake Tahoe Unified School District, South Tahoe Public Utility District, and South Lake Tahoe Government Center make them ideal for high density, mixed-use developments. Development standards for this area consider maximizing views of Trout Creek and the surrounding open space. Redevelopment must emphasize community gathering areas appropriate for the scale of the uses. Mixed-use developments are encouraged to consider commercial occupancy throughout the design process to ensure that the space properly suits the needs of potential tenants.

Special Considerations

Though these large lots can accommodate high levels of development, the parcels within this district are irregular shapes and are owned by several different entities, making cohesive redevelopment challenging. The City should explore redevelopment incentives to transform this outdated strip mall into a mixed-use hub that capitalizes on the neighboring open space.



Public Service Center

Overview



Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes but is not limited to the South Tahoe Public Utility District; El Dorado County Library; South Tahoe Middle School; South Lake Tahoe Police Department; the South Lake Tahoe Branch of the El Dorado County Superior Court of California; and the Recreation & Aquatics Center.

Several of the facilities listed above are also within the 56-Acres Master Plan site (Master Plan). The Master Plan was adopted in 2022 to elevate the recreation and community experience near the existing hubs of Lakeview Commons and El Dorado Beach. The Master Plan also proposes a civic center within the site, where all City departments are centrally located.

Special Considerations

City Council direction for the Mid-Town Area Plan included designation of an arts district. An official overlay designation was not created; however, a strong arts focus has been applied to the whole plan area. Various policies have been included to confirm priority topics and concepts to be conveyed through art, such as indigenous culture and knowledge, and the cultural ties of many South Lake Tahoe residents.

To facilitate the master and growth plans of the various public serving organizations within this district, certain City standards may be waived by the Director of Development Services for uses where strict application would interfere with the use of specialized equipment, operations, or create an unsafe environment. Public service parcels and project areas over 1/3 acre may also use an alternative coverage system that incentivizes clustering services in high capability lands.

The Mid-Town Area Plan will further realization of the 56-Acres Master Plan site as a world-class park rooted in public service through open spaces, cultural preservation, and environmental stewardship.

Lake Tahoe Community College

Overview

Lake Tahoe Community College (LTCC) is ever-growing to accommodate needs of both students and the greater community. There are many unique considerations in drafting of the permissible uses and design standards for LTCC parcels. Larger colleges regularly house restaurants and convenience stores. These uses should be considered accessory to

the “college” use category when built at an appropriate scale to support student life and events regularly hosted at the college, such as sporting events.

LTCC’s first on-campus housing opened in 2025, though tenancy is limited to California residents as a condition of the funding source. There are additional housing needs for out of state students, exchange students, as well as California-based students who cannot secure housing in the new development. Future on-campus housing options may consider faculty and staff housing, as well as housing for those not associated with the college in order to make funding more accessible.



Special Considerations

LTCC has an extensive facilities master plan that includes improvements to enrich the lives of students and the larger south shore community. Upcoming projects include the Tahoe Basin Public Safety Training Center for fire safety training and demonstrations; a 5 lane, 400-meter, all-weather track; and additional student housing. An alternative comprehensive coverage management system has been created in response to these projects and the growing needs of other public service uses. It is intended to allow more flexibility and encourage thoughtful and sustainable design of larger project areas.

Bijou Recreation District

Overview

Bijou Community Park is a South Lake Tahoe hub where one can participate in several recreation activities or gather with family and friends. While the space is a favorite for many residents, deficient accessibility and parking prevent optimal use of the space.

Design standards provide flexibility in enhancing Bijou Community Park and Golf Course to meet the needs of present and future users. Standards are intentionally broad, as each element of the park should undergo an individual outreach process. Design concepts are shown for the district. These are not proposals, but rather demonstrations of alternative ways the space can be activated to meet greater community needs and desires.

Special Considerations

Accessibility means many things depending on who you ask, all which Bijou Community Park should embrace. Those arriving at the park should have appropriate space to park vehicles, bikes, and other equipment. Park planning should anticipate bus service. Connections between uses within the site are lacking. One should be able to access multiple areas of the park without passing through parking lots.

Park facilities are included in the City's ADA Self-Evaluation and Transition Plan, adopted on March 12, 2024, with plans to update such facilities based on priority. Features should encourage disabled and able-bodied individuals to interact and share the same space, considering not only physical disabilities, but also sensory impairments, processing disorders, and other conditions.

Accessibility also means low or no barriers to entry. Bijou Park provides a large, versatile space which community members can enjoy at no cost.



Special Designations

The Mid-Town region includes the following special zoning designations as defined in the TRPA Regional Plan, Policy LU-4.1.

Town Center Overlay

Town Centers contain most of the Region’s non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities. High capability parcels in centers are able to transfer in coverage beyond the base allowed and can support higher residential densities. The Town Center overlay is shown in Figures 2 and 3.

Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded. Individual Restoration Plans should be developed

for each Stream Restoration Plan Area in coordination with the applicable local government and property owners in the plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration. There are several parcels included in the Mid-Town Area Plan that are designated by TRPA as a Stream Restoration Plan Area.

Shorezone Tolerance District 4

The shorezones of Lake Tahoe, Fallen Leaf Lake, and Cascade Lake are encompassed in eight shorezone tolerance districts. Structures in the foreshore and nearshore must be consistent with TRPA Code Chapter 83 to avoid interference with the attainment of scenic thresholds. Additional standards applicable to Shorezone Tolerance District 4 include backshore stabilization and access restrictions.

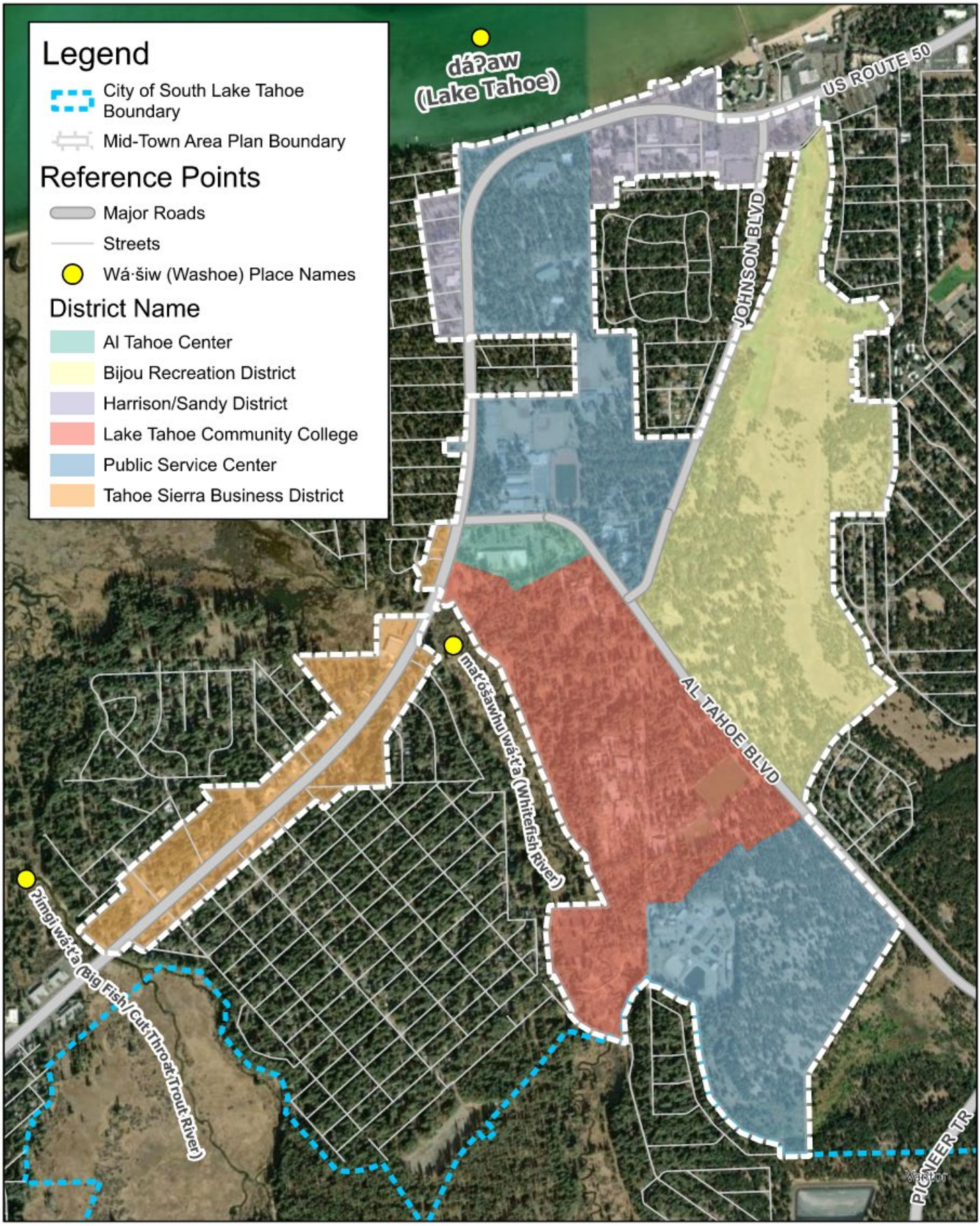


Figure 7: Mid-Town Area Plan Districts

City of South Lake Tahoe Mid-Town Area Plan

Figure 7: Mid-Town Districts

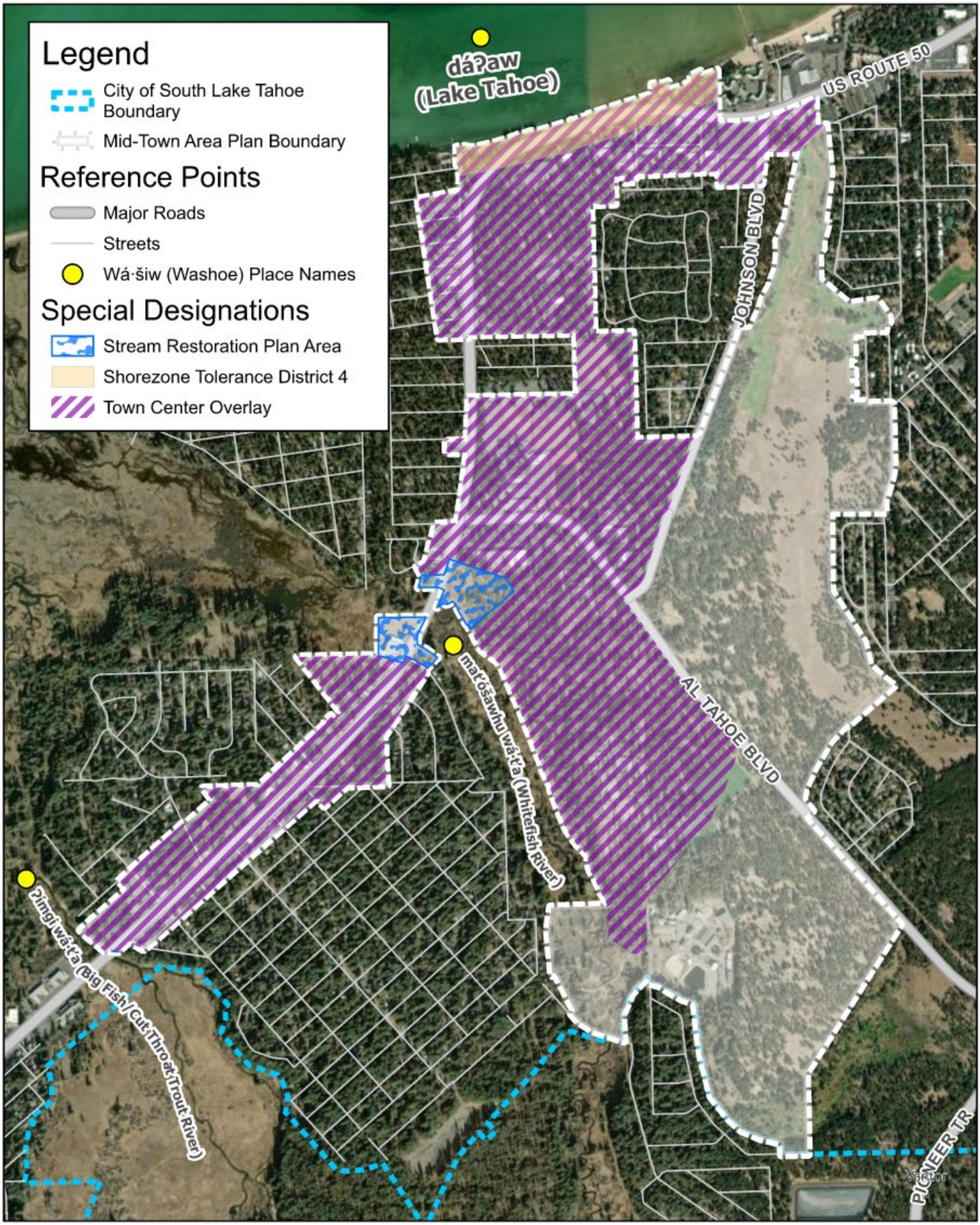


Figure 8: Special Designations

City of South Lake Tahoe Mid-Town Area Plan

Figure 8: Special Designations

Goals and Policies

Land Use and Community Design Goal 1 – Create an environment with ease of access for all modes of transportation that activates streetscapes.

Policy 1.1 Public Parking Investigate methods of maximizing use of existing public parking, consider shared use agreements, to accommodate peak seasons and special events and reduce business reliance on onsite parking.

Policy 1.2 Shared Parking Encourage consolidation of existing parking areas and shared parking agreements.

Policy 1.3 Business Collaboration Encourage business owners to collaboratively improve the experiences of patrons by completing or contributing to areawide curb, gutter, sidewalk, landscaping, street lighting, and drainage improvements.

Policy 1.4 Sustainable Communities Implement the TMPO's Regional Transportation Plan and Sustainable Communities Strategy in Mid-Town by implementing a land use pattern where housing supply, transportation, and work opportunities support GHG emission reduction targets.

Policy 1.5 Corridor Beatification Develop incentives for private property owner participation in beautification of scenic corridors.

Policy 1.6 Off-site Improvements Require frontage improvements or alternative contributions for all major redevelopments or new construction.

Policy 1.7 On-site Improvements Maintain design standards that facilitate safe and intuitive connectivity not only within the site, but also to offsite amenities such as sidewalks, bike paths, bus stops, and neighboring parcels where appropriate.

Land Use and Community Design Goal 2 – Curate a built environment that improves aging infrastructure and addresses vacancies while maintaining a small-town atmosphere.

Policy 2.1 Public Service Collaboration Collaborate with other local agencies to streamline improvements of public services.

Policy 2.2 Accelerate Improvements Ensure safety, accessibility, and sustainability upgrades are diligently implemented.

Policy 2.3 ALUCP Consistency Ensure all uses and buildings are consistent with the Airport Land Use Compatibility Plan (ALUCP).

Policy 2.4 Third Places Facilitate third places, spaces outside of homes and workplaces that serve individual needs and facilitate community building.

Policy 2.5 Redevelopment Pursue Chapter 13 Implementation Strategies that allow the City to play a more active role in infill development and redevelopment.

Land Use and Community Design Goal 3 – Implement design standards that maintain the small-town charm stakeholders overwhelmingly admire about Mid-Town, while creating greater potential for redevelopment and larger building envelopes.

Policy 3.1 Building Placement Shield parking and other undesirable elements from view by placing structures towards the front of parcels.

Policy 3.2 Colors and Materials Structures shall complement the surrounding environment by using textures and colors found in nature.

Policy 3.3 Massing Buildings shall avoid bulky and overbearing designs, especially when adjacent to sensitive land uses such as residential, open space, or recreation, by incorporating articulation and depth through enhancing features such as eaves, balconies, and recesses.

Policy 3.4 Residential Compatibility Structures shall reduce mass when adjacent to sensitive uses by placing additional height at a greater setback.

Policy 3.5 Site Improvements All improvements shall contribute functionally and aesthetically to the site.

Policy 3.6 Screening of Industrial Elements Industrial elements such as HVAC systems, dumpsters, storage areas, and the like shall be screened and blended with other site elements.

Policy 3.7 Shorezone Development Projects within Shorezone Tolerance District 4 shall have additional standards and be reviewed directly by TRPA to maintain scenic thresholds and avoid environmental degradation.

CHAPTER 5 ECONOMIC DEVELOPMENT

The following is a general discussion of economic conditions and development trends within the City of South Lake Tahoe and Mid-Town area.

Existing Conditions

The City of South Lake Tahoe's economy and workforce are primarily dependent on tourism, which fluctuates throughout the year. Many businesses rely on income earned in the summer to carry them through the shoulder season of September, October, and early November. Winter tourism is generally substantial but is dependent on snow sports conditions. Businesses within the Mid-Town plan area receive less overall activity compared to those within the Tourist Core Area Plan and Heavenly Village area; however, year-round patronage of these uses is more consistent as they are more resident oriented.

City of South Lake Tahoe Economic Conditions

In recent years, transient occupancy tax has consistently been the City's largest revenue source, followed by sales tax. This has remained true even through the unique circumstances of the Covid-19 pandemic, though the growth of these streams did slow in the 2023-2024 fiscal year. Transient occupancy tax and sales tax revenue grew by 0.4% and 0.9% respectively, compared to a growth of 5.7% and 33.9% the previous year. The significant growth in sales tax revenue can be attributed to the implementation of Measure S rather than increased spending or tourism (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Charges for services are generally the third largest revenue stream. Prior to the implementation of Measure S, it was not uncommon for this category to be the City's second largest revenue stream. This category includes parks and recreation program fees and engineering, planning, and building review and permit fees (City of South Lake Tahoe Finance Department, 2020, 2021, 2022, 2023, & 2024).

Unemployment

In recent years, unemployment rates within the City have dropped below those of the State of California, though remain higher than the national average. Annual unemployment rates are an average of the 12 fiscal months (California Employment Development Department, 2025).

Unemployment trends throughout the year are inverse to peak and shoulder season tourist trends, with unemployment rates slightly higher in the summer and winter months and lowest around May and September. While many jobs become available in the summer and winter months, they are not always filled by permanent residents.

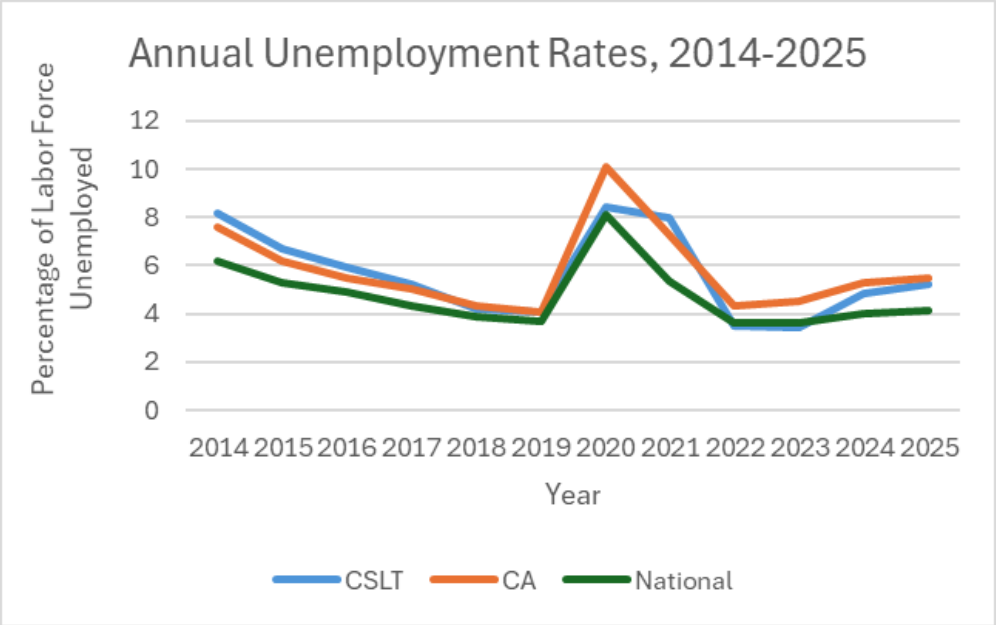


Figure 9: Annual Unemployment Rates

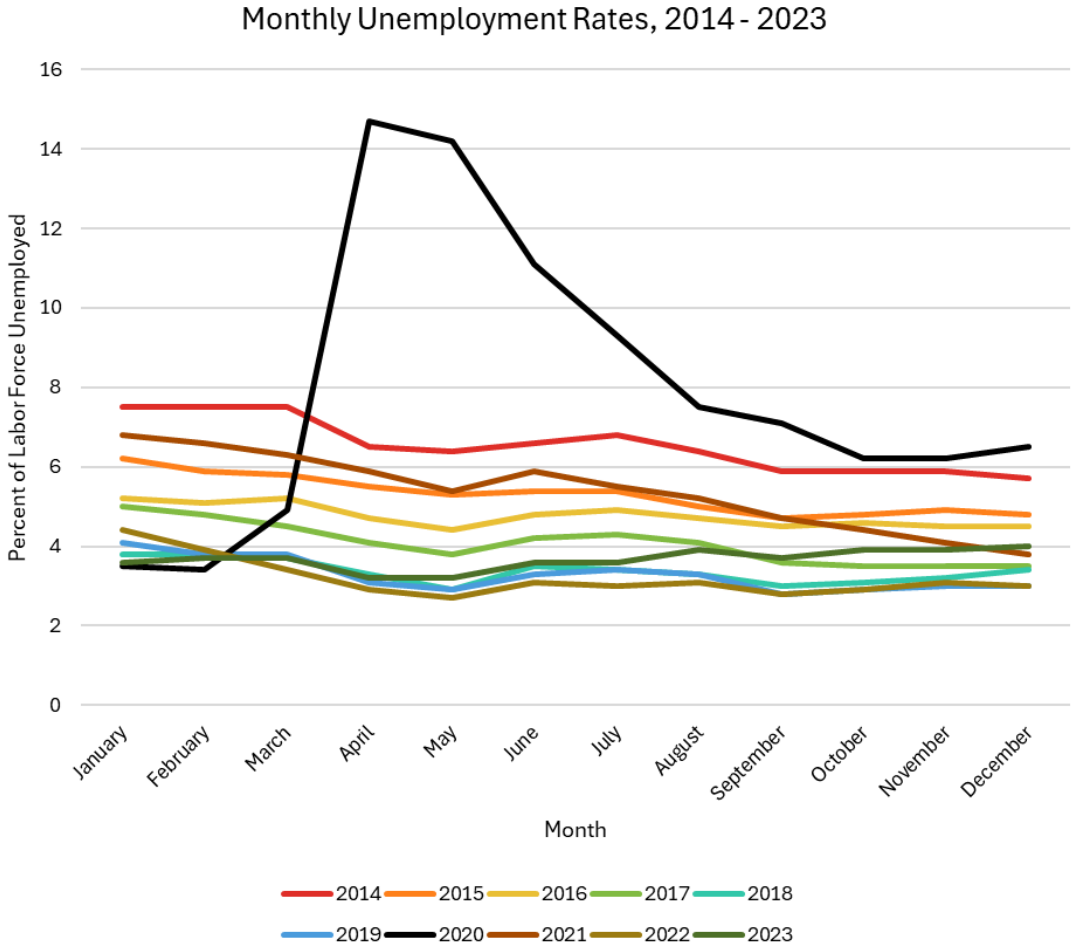


Figure 10: Monthly Unemployment Rates

Commercial Development

This Area Plan is driven by the need to capture the City's remaining commercial zones that were not previously included in an area or community plan. For this reason, most parcels contain commercial or public service uses. The shape of the plan boundary is telling of the City's original development patterns. Commercial uses are concentrated along Lake Tahoe Blvd.

As directed by the City's 2023-2028 Strategic Plan (Action Item 4.1.1), a summary of vacant/underutilized properties was created from which a priority list could be made to work with property owners on redevelopment opportunities. Using the categories below, 40 sites were identified during the winter of 2023, 17 of which are in the Mid-Town plan area. Priority locations within the plan area include the Sunray Hotel at 4139 Lake Tahoe Blvd. (demolished summer 2025) and vacant spaces within the Tahoe Center at Lake Tahoe Blvd. and Al Tahoe Blvd. Many of these 40 sites are now being utilized, though it is an ongoing effort to reduce the number of vacant commercial spaces, support growth of existing businesses, and identify a second economy to provide quality year-round jobs and consistent income.

Vacant	A property containing a building or structure that has been vacant for 120 days or more; or a property containing a building in a condition that cannot be legally reoccupied without repair or rehabilitation; or a property that contains an "abandoned building" (SLTCC 4.65.020).
Underused	A property with multiple tenant spaces where one or more spaces has been vacant for 120 days or more.
Vacant pending application	A property meeting the criteria as "Vacant" with a pending or issued planning or building application to reoccupy the building or structure.
Recently Unoccupied	A property that would meet the criteria for "Vacant" or "Underused" except that status has been for less than 120 days.

Goals and Policies

Economic Development Goal 1 – Support the establishment, growth, and longevity of local business.

Policy 1.1 Commercial Design Encourage commercial spaces that are smaller, affordable, and flexible, and meet the needs of intended tenants such as local entrepreneurs and startup businesses.

Policy 1.2 Commercial Visibility In designating bike routes and designing right-of-way infrastructure, consider placemaking improvements that increase connectivity to and visibility of commercial uses and storefronts.

Policy 1.3 Makerspaces Facilitate the success of local artists and artisans through zoning that allows for growth through makerspaces and demonstration areas.

Policy 1.4 Economic Activation Encourage and facilitate responsibly managed public and private special events that bring residents and visitors to commercial centers and increase interaction with local businesses.

Policy 1.5 Flexible Uses Allow for a wide range of permissible uses to respond to changing market conditions and evolving business models, requiring Special Use Permits where appropriate to prevent operational conflicts or sensory annoyances.

Policy 1.6 Brick-and-Mortar Presence Encourage pathways for home occupations and emerging businesses to transition into permanent commercial spaces.

Economic Development Goal 2 – Enhance existing commercial hubs by offering redevelopment incentives to create a strong community center.

Policy 2.1 Development Right Incentives Provide commercial floor area and coverage incentives for mixed-use developments in the Town Center that incorporate new residential units or for the redevelopment of blighted or distressed properties.

Policy 2.2 Redevelopment Incentives Pursue cost/benefit analyses for implementation strategies as identified in Chapter 13, developing programs to incentivize redevelopment that is consistent with City policies and priorities.

Policy 2.3 Open Ears Respond to feedback from the business community regarding areas of concern, developing guidance frameworks and assistance programs where appropriate and feasible.

CHAPTER 6 DEMOGRAPHICS AND HOUSING

This section is supplemental to the Housing Element of the City of South Lake Tahoe General Plan and to the TRPA Regional Plan. While there is an especially high need for affordable housing beyond the units identified by the Regional Housing Needs Allocation (RHNA), the City supports development of all housing types. In recent years the City has exceeded the RHNA for affordable units, while moderate and above moderate units are built at a slower rate. The Mid-Town Area Plan is meant to increase opportunities and incentives for mixed-use developments, allow additional pathways to development of live/work establishments, and increase housing in Town Centers where there are adjacent amenities.

Existing Conditions

Citywide Conditions

Since 2020 the City has experienced a decline in population as those seeking more space during the COVID-19 pandemic leave the area. The population has continued to decline from pre-2020 levels, though at a lesser rate, and is expected to continue. Since 2010 there has been a steady increase in the number of senior residents, and more recently an increase in non-white minorities, both of which are federally protected classes. The number of working age persons (20 to 65 years old) has decreased (Matthews, Fuentes, Smith, & Wildemuth, 2024).

Despite the decrease in population, housing availability has not increased. Many homes purchased during the COVID-19 pandemic spend much of the year vacant. From 2020 to 2023, housing supply shifted slightly from renter-occupied units to owner-occupied units. Overall, both renters and homeowners are spending more than 30% of their income on housing costs. It is suspected that housing cost burden is the primary cause of the City's declining population (Matthews, Fuentes, Smith, & Wildemuth, 2025).

Plan Area Conditions

While the plan area is largely surrounded by residential uses, there are minimal residential developments within the boundary. Much of the plan area fronts Lake Tahoe Blvd. which produces transportation related noise and air pollution.

As of 2025, there are ten (10) parcels within primary residential uses (not including air space parcels), multifamily, single family, and mobile home units. A limited number of commercial uses contain a single dwelling unit. In 2025, Lake Tahoe Community College's first on-campus student housing opened. It provides 100 beds to low-income, full-time students who are California residents.

Several hotel/motel establishments within the plan area participate in the City's Single Room Occupancy (SRO) program, providing month to month housing in some or all units. These units are primarily tourist accommodation uses and participate intermittently in the SRO program.

Goals and Policies

Housing Goal 1 – Promote development of high-quality housing options for residents of all income levels.

Policy 1.1 Housing Options Facilitate flexible housing options using the Regional Housing Needs Assessment to track development trends.

Policy 1.2 Understanding of Needs Continue efforts to track housing needs, such as the Affordable Housing Waitlist and the Point-in-Time Count, maintaining an understanding that demand for all housing types likely exceeds the Regional Housing Needs Allocation.

Policy 1.3 Development Right Incentives Continue to offer incentives in the form of Residential Units of Use at no cost for preferred housing developments.

Policy 1.4 Coverage Incentives Continue to offer incentives in the form of coverage at no cost for preferred developments.

Policy 1.5 Town Center Incentives Maintain Town Center incentives (height, density, coverage, and development right transfer incentives) for newly added Town Center parcels.

Policy 1.6 Housing Advocacy In accordance with Program 2-8 of the City of South Lake Tahoe 2022-2027 Housing Element, continue to advocate for changes to Tahoe Regional Planning Agency regulations to reduce restrictions on affordable, workforce, and mixed-use housing developments.

Policy 1.7 Special Needs Housing Implement zoning that furthers Goal HE-4 of the 2022-2027 Housing Element, "To provide a range of housing services for households with special needs within South Lake Tahoe."

Policy 1.8 Student Housing Coordinate the reservation of 21 Bonus Units by the Tahoe Regional Planning Agency to be transferred to Lake Tahoe Community College in accordance with permit ERSP2022-1992 and accept the 21 multi-family residential units of use originally provided by the City back into City pools for additional housing projects.

Policy 1.9 Density Flexibility Anticipate and advocate for changes to Tahoe Regional Planning Agency Code of Ordinances that would allow additional density for market rate units.

Policy 1.10 Housing Preservation Require replacement housing units subject to California Government Code Section 65915(c)(3) on sites identified in the sites inventory conducted alongside the Housing Element, consistent with Housing Element Program 3-6, Replacement of Lost Units from Residential Demolitions.

Housing Goal 2 – Encourage mixed-use developments with vertical or horizontal residential components.

Policy 2.1 Housing in Town Centers Create residential units in conjunction with new construction and redevelopment projects to increase pedestrian activity near transit stops and amenities.

Policy 2.2 ADUs for Commercial Uses Support residential units as accessory to commercial uses for long-term tenants.

Policy 2.3 Housing by Employers and Public Institutions To reduce barriers to employee housing and further compliance with the California Employee Housing Act, allow residential units to be built through ministerial approval in commercial zones and on public service properties.

Policy 2.4 Compatible Uses As there is more intermixing of residential and commercial uses and properties, permit conditions should increasingly consider quality of life.

Policy 2.5 Thoughtful Design Mixed-use projects shall be designed with layouts that shield, protect, or otherwise buffer residential uses from sources of pollution, such as locating residential units on upper floors or further from major travel routes than the commercial element of the project.

Housing Goal 3 – Maintain development and design standards that facilitate the development of "missing middle" housing.

Policy 3.1 Affordable by Design Allow greater residential densities that encourage affordable by design units.

Policy 3.2 Funding Eligibility Allow greater residential densities where large developments are appropriate and feasible so that projects can be competitive in receiving funding.

Policy 3.3 Mixed Income Density Bonus Allow additional density when the additional units are income restricted.

Policy 3.4 Maximize Building Envelope Potential Provide parking reductions, additional coverage opportunities, and increased height to allow more units to be built.

Policy 3.5 Facilitate Additional Coverage Consider building additional treatment capacity into area wide stormwater treatments to facilitate private developments.

CHAPTER 7 TRANSPORTATION AND CIRCULATION

Transportation and circulation are vital components to providing efficient transit and quality of life. They play critical roles in how people and goods move through spaces, shaping the livability, accessibility, and environmental impact of uses within the City of South Lake Tahoe. This section describes ongoing efforts by the City of South Lake Tahoe and partner agencies to ensure safe navigation of Mid-Town, with an emphasis on active transportation.

Existing Conditions

Roadways

Lake Tahoe Blvd. (US Highway 50) spans the length of South Lake Tahoe, approximately 2.35 miles of which is within the Mid-Town plan area. This interstate highway also serves as the City's main arterial road. It has two travel lanes in each direction as well as a center turning lane that serves as temporary snow storage during heavy snowstorm events. Secondary streets include Al Tahoe Blvd, Johnson Blvd, Lyons Ave, and Rufus Allen Blvd.

Highway 50 Road Safety Audit (RSA)

In early 2018, the *US Highway 50 Road Safety Audit (RSA), South Tahoe "Y" to Trout Creek* final report was released by the California Department of Transportation (Caltrans), which summarized safety conditions and recommendations for the referenced stretch of US Highway 50, approximately half of which is within the plan area. It was identified as a high-risk roadway for vulnerable users such as pedestrians and bicyclists (California Department of Transportation, 2018). The high-speed limit along US Highway 50 is incompatible with the roadway's use as a main street throughout town with high pedestrian and bike traffic. Recommendations addressed safety data, intersection design, lighting, transit stops, pavement marking durability, speed management, and snow removal activities. Many of these recommendations are echoed in the goals and policies of this Area Plan.

In 2023, Caltrans conducted an additional RSA along US Highway 50 and State Route 89 in response to community concerns related to raising the speed limit along specific segments of the roadways. The roadways were analyzed in three segments to identify safety and mobility deficiencies and generated a list of improvements specific to each segment. Segment 2 as part of this RSA consists of the Tahoe Sierra Business District. Several corridor-wide improvements were outlined, including short-, medium- and long-term improvement projects, some of which are currently underway. These improvements are focused on increasing safety and connectivity along and across US Highway 50 for pedestrians and bicyclists and built upon the recommendations of the 2018 RSA.

US 50 Safety Project

In September 2021 the City entered a Cooperative Agreement with Caltrans to design and construct safety upgrades along US 50 from Junction 89 to Pioneer Trail. The safety upgrades include improving roadway lighting, installing green bike lane treatment, and enhancing crosswalks' visibility, including new pedestrian signals at mid-block crossings. Such crossings formalize existing patterns of travel and are a step towards eliminating auto-related fatalities and injuries. Caltrans is the lead agency.

South Lake Tahoe Multimodal Mainstreet Corridor Plan

The City was awarded Caltrans' Sustainable Transportation Planning grant in 2024 to develop the Multimodal Mainstreet Corridor Plan. The project will identify, analyze, and propose enhancements to US Highway 50 and State Route 89 to improve safety and access for walking and bicycling, facilitate modal shifts away from vehicles through a more efficient transit system, and provide solutions that improve the quality of life for community members and regional visitors alike. The eventual implementation of the design concepts identified in the study will align with state, regional, and local efforts to reduce vehicle miles traveled, address climate change goals, and create connections between South Lake Tahoe and its neighboring communities.

Level of Service/Vehicles Miles Traveled

TRPA's Regional Plan Goals and Policies and Regional Transportation Plan include a vehicle "level of service (LOS) criterion to aid local agencies in determining more localized impacts. The City's General Plan also has standards for vehicle LOS. LOS is a qualitative measure that describes the operating performance of transportation facilities. For roadways, LOS is an indicator of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. It is defined on a scale from LOS A (the least congested operating conditions) to LOS F (the most congested operating conditions).

The TRPA Regional Plan and City General Plan intend that peak period traffic flows not exceed LOS D for major roadways (arterials and collector routes), and signalized intersections be at LOS D. LOS E may be acceptable during peak periods, not to exceed 4 hours per day when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways. (Tahoe Regional Planning Agency, 2012) (City of South Lake Tahoe, 2011).

While several roadways currently operate at LOS D or E, the key intersections connecting those facilities generally operate at LOS C or better. This is because many of those intersections have been designed with additional travel lanes, channelized "free" right-turn movements, and other capacity enhancements to operations for this segment. While these turning movements facilitate vehicle traffic, they can create hazardous situations, specifically where bicycles are traveling through intersections.

In 2020, California Senate Bill 743 required that local jurisdictions switch from LOS to vehicle miles traveled (VMT) for analyzing transportation impacts of projects subject to the California

Environmental Quality Act (CEQA). The City operates under TRPA's existing project level VMT thresholds that apply to all projects, regardless of CEQA requirements. A mobility mitigation fee is either required for all new VMT through a fee per vehicle miles traveled or the project design and programming of the space must mitigate the impact with supporting multimodal transportation and bicycle infrastructure. Projects that generate over set VMT limits per TRPA Code Sections 65.2.3(E) require mitigation measures to bring them to a less than significant level. Each project is analyzed individually for VMT based on its location and intensity of the use.

Curbs and Gutters

Curbs and gutters are important for safety, water quality, and aesthetics. They provide a physical barrier between roadways and pedestrian sidewalks, guiding vehicles and preventing encroachment in pedestrian spaces. Curbs and gutters play a vital role in stormwater management by collecting and conveying sediment from highly polluted surfaces to treatments.

Few streets within the plan area have complete curb and gutter improvements. Many businesses have parking along the parcel's street frontage rather than in a traditional parking lot at the rear or side of the parcel as directed by design standards. This creates a situation where it is infeasible to impossible to add right-of-way improvements without significant collaboration with private property owners.

In areas such as the Tahoe Sierra Business District where commercial uses front Lake Tahoe Boulevard, which is improved with curbs and gutters, frequent curb cuts affect all users' experiences. The Area Plan implements standards to reduce and strategically place driveways to enhance safety. (2025 Tahoe Regional Transportation Plan, Policy 1.9)

The lengths of Lake Tahoe Blvd, Al Tahoe Blvd, and Johnson Blvd. through the plan area have been updated with curbs and gutters, though sections of Johnson Blvd. experience seasonal flooding. The south side of Lyons Ave, the north side of Fairway Dr, and portions of Rufus Allen Blvd, Fremont Ave, Treehaven Dr; and Takela Dr. have curbs and gutters.

In 2014, the City completed the Harrison Avenue Streetscape Improvement project. It installed curb, gutter, and stormwater infrastructure along Harrison Ave. from Lakeview Ave. to Modesto Ave., as well as three blocks into the Al Tahoe neighborhood from Alameda Ave. to Modesto Ave. This project is a notable area-wide treatment project in that it brought together private property owners and the City to achieve a lake clarifying project, earn property owners their best management practices for stormwater treatment certificates, and installed a Class I bike trail in the Harrison Ave. vicinity, drastically increasing the quality of the scenic corridor.

Parking Facilities

The plan area contains three (3) public parking lots. There are 36 parking stalls at 977 Modesto Ave. Two parking lots serve Lakeview Commons and El Dorado Beach. One is open to all, while the other is reserved for boat trailers per a condition of the funding source used to construct the boat ramp. The City installed free street parking without time limits along Harrison Ave, San Jose Ave, Alameda Ave, San Francisco Ave, and Tallac Ave. as part of the Harrison Avenue Streetscape Improvement project resulting in approximately 80 spaces.

All new construction and redevelopment projects are required to provide onsite parking for patrons and staff consistent with the Area Plan standards. In many cases, existing uses do not contain the required number of parking spaces. For a new use to occupy an existing tenant space, parking spaces consistent with the Area Plan standards must be present or added.

Transit Services

There are fixed route and on-demand transportation services within Mid-Town. Tahoe Transportation District (TTD) has two (2) routes through the area: Route 50 on US 50 with 30-minute headways and hourly service provided by route 50 via local streets. Though there is no fee, the buses are rarely full with the exception of early and evening commuter-timed routes. TTD maintains the bus stops, though they are generally located on easements owned by the City with City-owned infrastructure.

On-demand services include the South Shore Transportation Management Association's (SSTMA) contracted Lake Link, numerous independent taxi operations, and private shuttles serving large condo and tourist accommodation properties. There are ongoing conversations regarding better integration of bus routes and Lake Link.

In October 2024 the City of South Lake Tahoe and El Dorado County formed the Tahoe South Shore Transit Joint Powers Authority (JPA). The JPA is comprised of three Board of Directors members, and one non-voting ex officio member from each of the current transit operators within the Tahoe portion of El Dorado County (TTD and SSTMA). The JPA provides the City and County an opportunity to play a greater role in developing and implementing transit solutions, while continuing to support existing services and regional goals.

Pedestrian and Bicycle Facilities

Pedestrian and bike facilities are classified by Caltrans per the specifications below. The City has not yet implemented Class 4 trails as snow removal operations would be made difficult by the typical class 4 configuration. Planning for Class 4 bikeways will require Streets Division coordination to ensure snow removal operations won't be negatively impacted along such routes. Figure 12 shows current and proposed pedestrian facilities. Even where class I paths which serve pedestrians and cyclists are provided, it is common for pedestrians and bicyclists to use other routes to shorten travel time. This is especially prevalent through the Tahoe Sierra Business District and along Harrison Ave.

Class I	Provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
Class II	Provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
Class III	Provide a right-of-way, on-street, or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.
Class 4	Promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular

> traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Bicycle and pedestrian facilities in South Lake Tahoe are frequently used by both locals and tourists, especially near commercial and recreation areas. Providing separated facilities, often with class II adjacent, improves safety for all users, preventing conflicts or collisions and improving user comfort. The table below shows the range of speeds for various user types.

Use	Average Speed
Walking (Child)	0.7 mph
Walking (Adult)	3 mph
Jogging	4–6 mph
Quadricycle (often seen at Lakeview Commons)	6–10 mph
Biking (Leisurely)	8–10 mph
Biking (Commuter)	10–12 mph
Electric Scooter	20 mph
E-bike	20–28 mph
Vehicles on Highway 50	40 mph

The 2024 TRPA Active Transportation Plan (ATP) includes Bicycle Levels of Traffic Stress (BLTS) and the Pedestrian Experience Index (PEI) analyses. These quantify users' stress levels throughout the network, considering the overall network as well as infrastructure unique to bicycles and pedestrians (Tahoe Regional Planning Agency, 2025). The ATP includes proposed projects using these criteria. Over time, these analyses will inform plan updates by TRPA and local jurisdictions, allowing an understanding of the effectiveness of various transportation improvements.

Completed Transportation Improvements

Project Name	Project Description	Lead	Status
Lakeview Commons Phase 2 - El Dorado Beach Improvements	This project consisted of reconfiguring lake access, enhancing pedestrian and bicycle paths, and improving recreation amenities.	CSLT	Complete (2013)
Harrison Avenue Streetscape Improvement & Bike Trail	The Harrison Avenue Streetscape Improvement Project was identified in the Bijou/Al Tahoe Community Plan (1995) to address deteriorating infrastructure, parking needs, and water quality improvements and create a more pedestrian friendly environment. It was a public-private partnership that allowed property owners along Harrison Avenue to acquire their TRPA BMP certificates by	CSLT	Complete (2014)

	contributing to an areawide stormwater collection system.		
U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Boulevard	This Caltrans led project prioritized drainage and stormwater treatment, while providing widened bike lanes, ADA compliant sidewalks, new traffic signals, pedestrian lighting, and new landscaping.	Caltrans	Complete (2014)
Al Tahoe Safety and Mobility Enhancement Project	This project provided 1.4 miles of transportation improvements, consisting of a Class I multi-use path and Class II bike lanes along Al Tahoe Blvd., from Highway 50/Lake Tahoe Blvd. to Johnson Blvd. Lighting was also installed along the multi-use path. These paths are within 1/4 mile of South Tahoe Middle School and adjacent to the Tahoe Center shopping complex.	CSLT	Complete (2021)

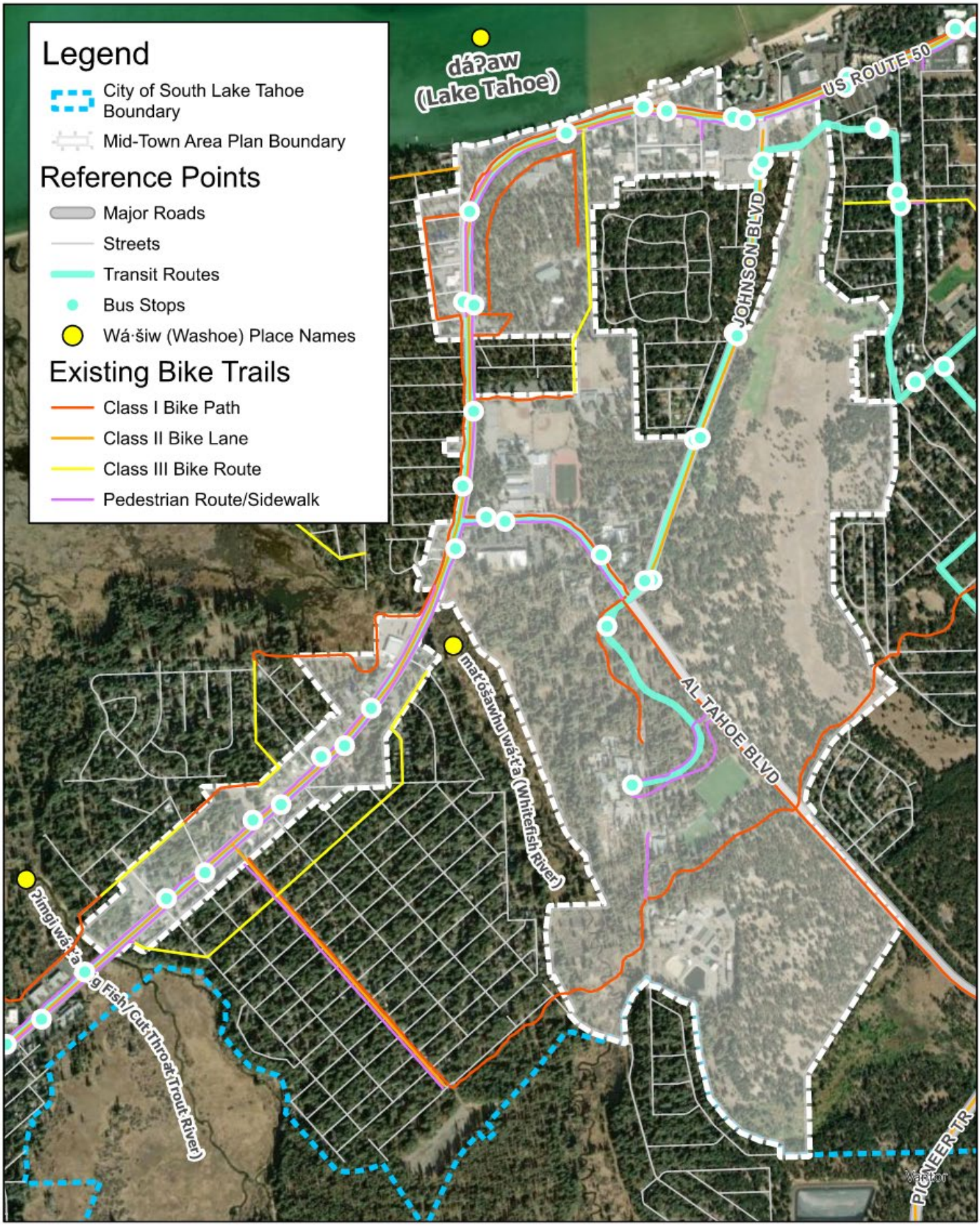


Figure 11: Existing Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

Goals and Policies

Transportation Goal 1 – Enhance the bike network to create an interconnected system with safe and efficient paths to high-priority locations, integrating private property improvements.

Policy 1.01 Active Transportation Diligently pursue identified active transportation projects, considering proper prioritization of newly identified improvements.

Policy 1.02 Priority Connections Continue to address gaps in the active transportation network, identifying where it is most appropriate to prioritize bike and pedestrian travel over auto travel.

Policy 1.03 Youth Safety In development of all paths, consider immediate and future opportunities to connect to or prioritize locations frequented by students and youth, using the Lake Tahoe Unified School District's *Safe Routes to School Master Plan* as guidance.

Policy 1.04 Wayfinding and Reliability Install wayfinding signage throughout the area to direct cyclists and pedestrians to key locations and services.

Policy 1.05 User Conflict Avoidance Explore opportunities to designate separate pedestrian and bike/scooter lanes or other mitigation measures through high traffic areas to reduce user conflicts, maintaining consistency with state guidance on bike facilities.

Policy 1.06 Easement Acquisition City staff shall work with property owners during entitlement processes to identify and acquire easements for network improvements and maintenance.

Policy 1.07 Bijou Park Connectivity Increase connectivity both to and within Bijou Community Park, with consideration to a fixed transit stop within the park.

Policy 1.08 Off-site Improvements (Land Use and Community Design Policy 1.6) Require frontage improvements or alternative contributions for all major redevelopments or new construction.

Policy 1.09 On-Site Improvements (Land Use and Community Design Policy 1.7) Maintain design standards that facilitate safe and intuitive connectivity not only within the site, but also to offsite amenities such as sidewalks, bike paths, bus stops, and neighboring parcels where appropriate.

Policy 1.10 Bike Parking and Storage Ensure visitors, patrons, and residents have secure locations to store bicycles for short and long periods of time.

Transportation Goal 2 – Provide and maintain safe roadways for efficient circulation of Mid-Town and surrounding areas.

Policy 2.1 Level of Service Strive to maintain a LOS consistent with criteria for the region's highway system and signalized intersections during peak periods.

Policy 2.2 Vehicle Miles Travelled Review all changes in use and new uses for vehicle miles traveled, requiring mitigation when projects exceed standards of significance.

Policy 2.3 Emergency Access Ensure all project sites can be accessed by emergency services, utilizing existing access points.

Policy 2.4 Emergency Response (Goal S 1, Policy 1.2) Advocate for the installation of emergency signals and clear zones on Lake Tahoe Boulevard at Fire Station #2.

Policy 2.5 Corridor Analysis Continue efforts to analyze, identify, and propose safety and circulation enhancements for US Highway 50/Lake Tahoe Boulevard.

Policy 2.6 Curb Cuts Minimize curb cuts and strategically place driveways away from the curb radius on corner lots.

Policy 2.7 Street Treatments Consider key areas where private/public partnerships can accomplish largescale pedestrian, shared parking, and circulation improvements.

Transportation Goal 3 – Identify best design practices that allow for safe year-round bicycle navigation and longevity of improvements.

Policy 3.1 Path of Least Resistance To the extent feasible, bike paths should avoid sharp turns and follow efficient routes to key destinations.

Policy 3.2 Longevity of Improvements Continue to explore the feasibility of recessed pavement markings and other longevity strategies.

Policy 3.3 Weight Capacity In constructing bike paths account for the use of heavy-duty equipment such as snow removal activities and increasing e-bike traffic.

Policy 3.4 Lines of Sight Maintain safe travel ways for all modes by ensuring landscaping or other improvements do not block sight lines for drivers, pedestrians, or bicyclists, implementing lighting and beacons as needed to increase the visibility of pedestrians and bicyclists.

Policy 3.5 Vision Zero Countermeasure Tool Box Where feasible, implement countermeasures as included in the City's Vision Zero Action Plan Countermeasure Tool Box.

Transportation Goal 4 – Allow for reasonable flexibility in parking standards to accommodate better bicycle and pedestrian access, unique uses, and seasonal demand.

Policy 4.1 Parking Ratios Allow automatic and contribution-based options for parking ratio adjustments, encouraging developments to collaborate in fostering walkable town centers.

Policy 4.2 Parking Guidance Pilot As a pilot program, provide parking guidelines rather than standards for uses with seasonal or variable capacity.

Policy 4.3 Parking Signage Ensure public parking lots have sufficient signage to alleviate parking conflicts at high activity times.

Policy 4.4 Parking Coordination Participate in regionwide parking availability application development and deployment.

Transportation Goal 5 – Increase and maintain coordination with other providers to efficiently implement new transportation infrastructure, programs, and services.

Policy 5.1 JPA Play an increasingly active role in local transit through the South Tahoe Transit Joint Powers Authority Agreement with El Dorado County, the South Shore TMA, and the Tahoe Transit District.

Policy 5.2 Order of Operations Coordinate with STPUD and other public service agencies when completing right-of-way improvements for a dig-once, bottom-up approach.

Policy 5.3 Micromobility Management Pursue contractual obligations with micromobility operators and ordinance amendments regarding micromobility to better manage community safety concerns and minimize conflicts involving scooters.

Policy 5.4 Open Space and Connectivity Protect undisturbed sensitive lands within Town Centers by establishing open space or park corridor connections to areas outside Centers.

Implementation

The proposed improvements are not listed in order of priority. Use the number label to identify the improvement in Figure 12. While some items have been identified as a community priority, projects are added to the Capital Improvement Project (CIP) list based primarily on feasibility and availability of applicable funding.

Figure 12 Label	Project Name	Project Nature	Project Description	Lead	Status
1	Oakland Ave to Lakeview	New connection	Establish a Class III bike route along Oakland Ave, connecting the proposed Oakland Ave. Bridge with Lakeview Ave.	CSLT	Pending funding, newly identified
2	Modesto Ave to Oakland Ave Connector	New connection	Connect Oakland Ave to the existing Class I on Modesto with a Class II bike lane or Class III bike route, or explore other improvements to facilitate pedestrian access from El Dorado Ave towards Lake Tahoe Blvd.	CSLT	Pending funding, newly identified
3	US 50 and Lakeview Ave.	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan and Countermeasure Toolbox. Consider changes that enhance safety and emphasize bike and pedestrian access through the 56-Acres Master Plan site.	CSLT, Caltrans	Pending funding, newly identified
4	US 50 and Rufus Allen Blvd.	Intersection/ roadway improvement		CSLT, Caltrans	Pending funding, newly identified
5	Middle School Safe Routes to School - Rufus Allen Connector	Upgrade/ reroute	The LTUSD Safe Routes to School Master Plan identified the need for improved connections through existing pathways to access Rufus Allen as a part of the Middle School Connectivity Plan. This may consist of narrowing travel lanes and connecting gaps in the existing Class I.	CSLT	Pending funding
6	Treehaven Connector	New connection	Provide a direct connection between Rufus Allen Blvd. and Johnson Blvd. along Mono Ln and Treehaven Dr. Explore a Class III bike lane along roadways, with a Class I connection should an easement be obtained.	CSLT	Pending funding, newly identified
7	Johnson Boulevard Bicycle and Pedestrian	Upgrade/ reroute	This project will enhance pedestrian safety for the entire length of Johnson Blvd. The roadway width will be reduced to accommodate a Class I bicycle trail, sidewalk, ADA improvements, lighting, and maintaining a Class II bicycle lane along the length of Johnson Blvd. Minor drainage improvements will be installed as well.	CSLT	Partially funded

	Improvements				
8	Lyons Ave Connector to Marlette Circle	New connection	This Class I path would provide a direct route from South Tahoe Middle School and the Boys & Girls Club to the Bijou neighborhood.	CSLT	Pending funding
9	Bijou Meadow Connector	New connection	The need for this connection was identified in the LTUSD Safe Routes to School Master Plan, as a part of the Middle School Connectivity Plan. The Class I project will include enhanced pedestrian crossing at Johnson Blvd.	CSLT	Pending funding
10	US 50 and Al Tahoe Blvd.	Intersection/ roadway improvement	Monitor efficacy of existing improvements at US 50 and Al Tahoe Blvd. and consider modifications as identified. Recommendations are outlined in the Lake Tahoe Unified School District Safe Routes to Schools plan.	CSLT	Pending funding
11	Riverwalk Concept	New connection	Incorporate a "riverwalk" pedestrian experience along the northern edge of the Trout Creek Stream Environment Zone. Tie into existing dirt trails on Postal Service, Forest Service, and Community College properties.	CSLT, LTCC	Pending funding, newly identified, explore partnership
12	Bijou Park Multi-use Connector Path	New connection	Construct the proposed Bijou Park Multi-use Connector Path along the north side of Al Tahoe Blvd. between the intersection with Johnson Blvd. and the Greenway.	CSLT	Completed June 2026
13	Bijou and LTCC Link	Intersection/ roadway improvement	Pedestrian-activated Rectangular Rapid Flashing Beacon crosswalk on Al Tahoe at the main entrance of Bijou Community Park and Lake Tahoe Community College.	CSLT	Completed June 2026
14	Oakland Ave Bridge	New connection	Connect the southern end of Oakland Ave to facilities along US 50 via a Class I bridge crossing Trout Creek Meadow.	CSLT	Pending funding
15	Link Road Connection	Upgrade/ reroute	Complete parcel swap with CTC, designating parcels along Trout Creek as conservation/recreation, and reroute the existing Class I path to provide more direct pedestrian and bike access to commercial properties in the Tahoe Sierra Business District.	CTC	Pending funding
16	US 50 and Carson Ave	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan (VZAP) and Countermeasure Toolbox.	CSLT, Caltrans	Pending funding, newly identified

17	Carson Crossing Gap	New connection	Provide a connection between US 50 and the existing Class III on William Avenue via a Class II connection along Carson Ave. Option to extend this along Rubicon Trail north of US 50.	CSLT	Pending funding, newly identified
18	Palmira Avenue to South Tahoe Bikeway	New connection	This project proposes .134 miles of Class I Mixed-Use Recreational Trail to connect the Sierra Blvd. Class I bike trail south of Highway 50 to the South Tahoe Bikeway that runs north of Highway 50 near Silver Dollar Avenue.	CSLT	Pending funding and easement acquisition
19					
20	Palmira Bike Boulevard	New connection	Prioritize bicycle travel through bike boulevard features along Palmira Avenue. Consider a similar treatment for areas north of US 50 (Silver Dollar, Ponderosa, etc.) including safety enhancements at the Silver Dollar and Ponderosa intersection.	CSLT	Pending funding, newly identified
21					
22	US 50 and Lodi Ave	Intersection/ roadway improvement	Specific improvements to be identified through the Highway 50 Road Safety Audit, South Lake Tahoe Multimodal Mainstreet Corridor Plan, and the City of South Lake Tahoe's Vision Zero Action Plan (VZAP) and Countermeasure Tool Box.	CSLT, Caltrans	Pending funding, newly identified
23	Lodi Crossing Gap	New connection	Provide a Class II connection along Lodi Ave bridging infrastructure north and south of US 50.	CSLT	Pending funding, newly identified
24	Emergency Services/ School Zone	Intersection/ roadway improvement	Explore clear zones and/or speed reductions where emergency vehicles are entering/exiting the roadway. This is directly across from the South Tahoe Middle School which may also be considered for school zone designation.	CSLT, Caltrans	Pending funding, newly identified
25	Glenwood Way Path	New connection	Provide Class II or III delineation for bike traffic long Glenwood Way.	CSLT	Pending funding
NA	Bicycle Amenities and Wayfinding Signage	Other	Existing wayfinding signage will be upgraded with Quick Response (QR) Codes to link the user directly to the interactive, web-based Tahoe Bike Map. In addition to the signage, six (6) bike repair stations have been installed. Continue to monitor signage needs as improvements are implemented.	CSLT	Ongoing, estimated completion 2026
NA	Alta Mira Public Access Improvements	Other	To expand on 2015 improvements at Alta Mira, the California Tahoe Conservancy has conceptualized multiple approaches to build additional beach access points, enhance ADA pathways, create gathering areas, and improve lake views.	CTC	Partially funded

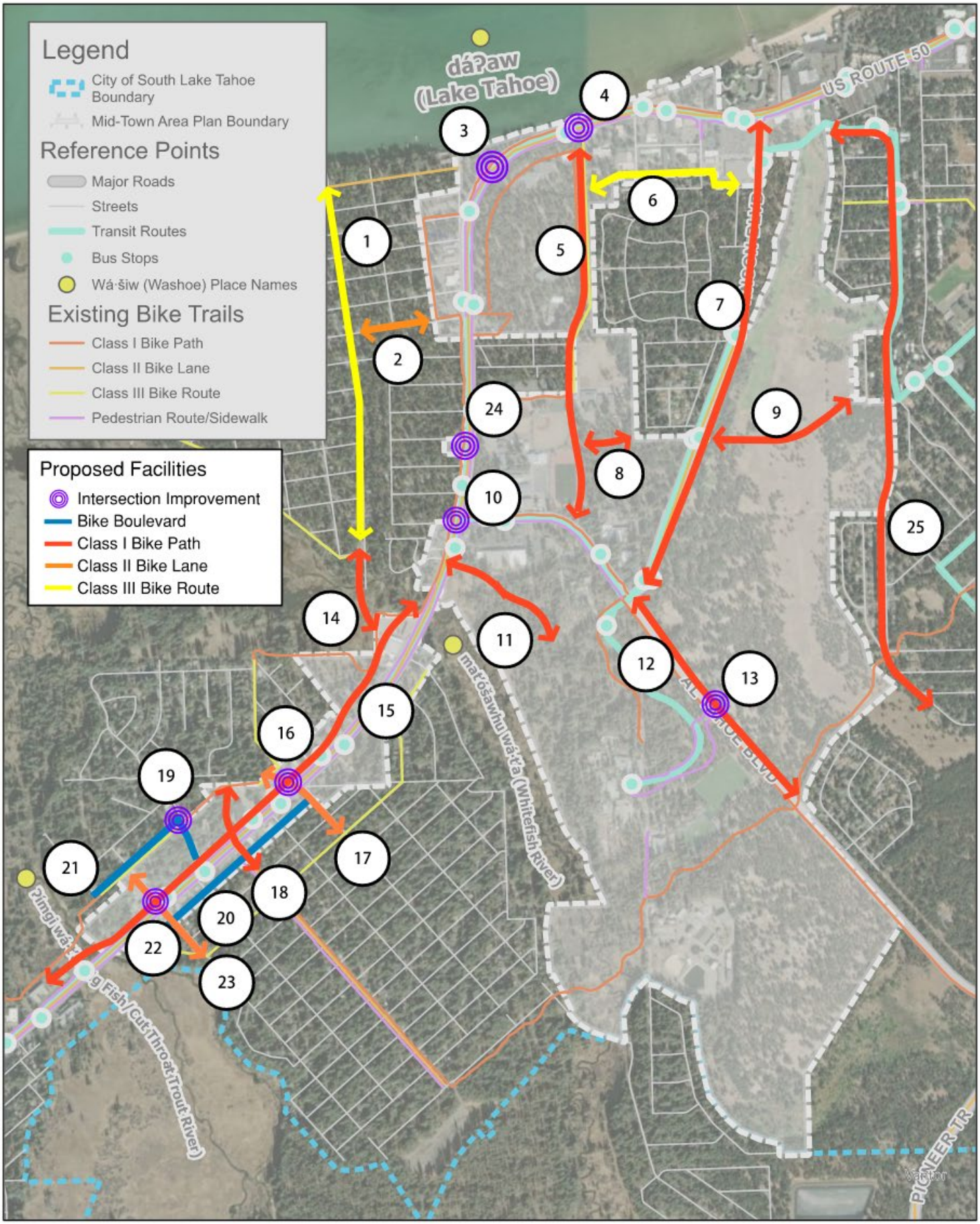


Figure 12: Proposed Transportation Facilities

City of South Lake Tahoe Mid-Town Area Plan

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Figure 12: Proposed Transportation Facilities

CHAPTER 8 PUBLIC/QUASI-PUBLIC FACILITIES AND SERVICES

Mid-Town contains many of the City and region's core services that facilitate and enrich residents' lives. This includes local, regional, state, and federal establishments that provide a range of municipal, administrative, public safety, and recreational services. Recreation facilities included in this section are discussed in more detail in Chapter 11, Recreation and Open Space.

Existing Conditions

The Mid-Town area is a hub for public services and recreational facilities; however, there is room for efficiency through the concentration of City services. Many of the existing City and El Dorado County facilities below are near or within the 56-Acres Master Plan which provides initial direction for fulfillment of recreational and civic needs.

Utilities and Public Services

Liberty Utilities provides electrical services to the plan area. Most transmission lines are overhead, though those along scenic corridors such as Lake Tahoe Blvd. are underground.

Southwest Gas has provided natural gas to the South Lake Tahoe area since 1963 and continues to do so.

Cellular and telephone services are provided to the area by AT&T, Verizon, and T-Mobile. Charter Communications (Spectrum) is the primary provider of cable television, phone, and internet services.

Water and sewer services are provided by the South Tahoe Public Utility District (STPUD). The STPUD wastewater treatment facility is located at the southernmost point of the plan area.

The City has an exclusive franchise agreement with South Tahoe Refuse which provides solid waste, recycling, and organics services.

The Lake Tahoe Unified School District (LTUSD) oversees public schools within the City. The administrative offices are located within the area plan's boundary, as is South Tahoe Middle School.

Lake Tahoe Community College (LTCC) opened in 1975 and has been at its current location within the plan area since 1988. In addition to classes, the facility hosts sports across multiple playing fields and contains a cross-country ski course.

The plan area includes the City's only operational cemetery, Happy Homestead Cemetery, at 1261 Johnson Blvd. It was established in 1952.

Federal Facilities

There are two United States Postal Service offices within the City, one of which is located within the Mid-Town Area Plan boundary at 1046 Al Tahoe Blvd.

The Lake Tahoe Basin Management Unit of the United States Forest Service (USFS) is at 35 College Drive.

State Facilities

The California Department of Motor Vehicles (DMV) has an office at 3344 Lake Tahoe Blvd.

Offices of the Lahontan Regional Water Quality Control Board are located within the Tahoe Sierra Business District of the plan area at 2501 Lake Tahoe Blvd.

El Dorado County Facilities

At the corner of Al Tahoe Blvd. and Johnson Blvd. is the El Dorado County, South Lake Tahoe Government Center. Facilities here include the El Dorado County Sheriff's office, jail, juvenile treatment facility, Superior Court, and the public defender's office.

The El Dorado County Library, South Lake Tahoe Branch, is located within the plan area. Just down the street from the library is the County's Vector Control District. Both facilities are within the 56-Acres Master Plan site. Also, within the plan area, though not in the 56-Acres site, is the County Health and Human Services office.

City of South Lake Tahoe Facilities

The City's most prominent recreation assets are within the Mid-Town plan area: South Tahoe Ice Arena, Campground by the Lake, Bijou Community Park, Bijou Golf Course, and the new Recreation & Aquatics Center. The Recreation & Aquatics Center opened in April 2026, providing space for additional programs and new amenities such as an indoor track, high-quality event space, and multi-sport courts. The existing facility is slated to be demolished due to the age of the structure, at which time the property will revert to El Corado County ownership. Nearby is the corporation yard of the Public Works Department's Street Division. The corporation yard, ice arena, Recreation & Aquatics Center, and Campground by the Lake are within the 56-Acres Master Plan site.

The South Lake Tahoe Police Department is located within the plan area, off Johnson Blvd., adjacent to the El Dorado County Sheriff's offices. South Lake Tahoe Fire Rescue's Fire Station 2 is located at 2951 Lake Tahoe Boulevard.

Goals and Policies

Improvements within the plan area have the potential to increase efficiency of City operations; better facilitate public participation at City Council and commission meetings; and create vibrant community gathering spaces. Goals and policies specific to the City's recreation assets are included in Chapter 11.

The City and County *Agreement for Development, Operation, and Maintenance of the 56-Acres Property* identifies the following vision for the site:

> *The 56- Acre Property is anticipated to become the identifiable recreation and government center of the South Lake Tahoe, with the development of the site as a park- like campus with plentiful recreation facilities; the centralization of City government facilities and services; and a "downtown" environment centered on the 56-Acres Property and neighboring Harrison Avenue commercial district.*



Public Services Goal 1 – Increase efficiency of City operations, service capacity, and participation at public meetings at a focal Civic Center within the 56-Acres Master Plan site.

Policy 1.1 Concentration of City Services Concentrate City services in and around the 56-Acres site to provide a one stop shop for homeowners, developers, contractors, and community members seeking City services and assistance.

Policy 1.2 Quality City Spaces Provide quality facilities to increase employee retention, job satisfaction, and employee health.

Policy 1.3 City Hall for All Develop a City Hall that is centrally located, easily accessible, has nearby childcare facilities, and accommodates those with sensory impairments or neurodiversity.

Policy 1.4 Multi-Use Space To introduce individuals to City facilities outside of City events, the civic center shall serve as a space for a variety of community needs, such as board meetings of other organizations, private events, conferences, and the like.

Policy 1.5 Continued Community Involvement Involve community members from project inception through groundbreaking by providing a space within the civic center that exhibits project updates and milestones.

Public Services Goal 2 Maintain central maintenance facilities to best serve the community.

Policy 2.1 Corp Yard Revamp Improve, redevelop, or relocate the City streets maintenance facility (corporation yard) to have a lesser visual and spatial impact while maintaining a central location for efficient service.

Policy 2.2 Parks Maintenance Develop a parks maintenance facility that is central to the major service locations of Bijou Community Park, Bijou Golf Course, and Campground by the Lake.

Public Services Goal 3 – Support enhancements of other public and quasi-public agencies.

Policy 3.1 Vector Control Relocation Facilitate relocation of El Dorado County's vector control facility by presenting alterative locations.

Policy 3.2 Local Provider Coordination Coordinate with local utility providers to allow for enhancements, expansions, and streamlining of necessary public services.

Policy 3.3 Government Center Lot Line Adjustments Where necessary, adjust property lines within the South Lake Tahoe Government Center to streamline improvements to existing uses.

Policy 3.4 Stormwater Coordinate with El Dorado County to implement an effective stormwater drainage plan for the South Lake Tahoe Government Center and neighboring City facilities.

Policy 3.5 Student Housing (Housing Policy 1.8) Ensure the reservation of 21 Bonus Units by TRPA to be transferred to Lake Tahoe Community College in accordance with permit ERSP2022-1992 and accept the 21 residential units of use originally provided by the City back into City pools.

CHAPTER 9 NATURAL RESOURCES AND WATER QUALITY

Preservation of water quality and natural resources is an inherent part of planning and growth in the Tahoe Basin. Improving water quality and clarity of Lake Tahoe is the driving force behind many of the growth management methods implemented by the Tahoe Regional Planning Agency as discussed in this section.

Existing Conditions

The plan area contains approximately 224 acres of stream environment zone (Class 1b SEZ), 2,660 feet of Lake Tahoe shoreline, and over 6 miles of drainage improvements to protect and aid in the functioning of these resources.

Land Capability and Stream Environment Zones

TRPA regulates the ability to cover land with impervious surfaces within the Lake Tahoe Basin. Land capability is a classification system based on soils, hydrology, geomorphology, and vegetation that determines the amount of development a site can support without experiencing soil or water degradation. Coverage limitations differ by land capability, location, and historic levels of development/disturbance.

The TRPA Code of Ordinances uses land capability districts ranging from Class 1 to Class 7, each corresponding to a percentage of allowable land coverage. Classes 1-3 represent sensitive land with limited development potential while Classes 4-7 are developable with higher percentages of allowable land coverage. Mid-Town is comprised mostly of high-capability Class 7 land which is well-suited for redevelopment and infill.

Table 4: Mapped Land Capability (Bailey)

Land Classification	Base Allowable Coverage (%)	Area (acres)	Estimated Base Allowed Coverage* (acres)
Class 1b	1%	224	2.24
Class 6	30%	24	7.06
Class 7	30%	532	159.64
Water Bodies	N/A	5	NA
	Estimated total coverage allowed within plan area:		168.94 acres

*These numbers are estimates based on TRPA's general land capability mapping. Potential coverage is verified by TRPA on a parcel-by-parcel basis.

Stream Environment Zones

The plan area contains 224 acres of Class 1b, stream environment zone (SEZ). The largest SEZ within the plan area is found within Bijou Meadow on the eastern side of the Mid-Town area.

There is a significant area of SEZ surrounding Trout Creek along the southern side of the LTCC project area and South Tahoe Public Utility District facilities. There are additional pockets of Class 1b land on the periphery of the Mid-Town area in association with the Trout Creek and Upper Truckee Stream Environment Zones.

There has been significant encroachment in SEZ by official and unofficial recreation activities, much of which occurred before creation of TRPA and the associated land management system. The City's 9-hole golf course is entirely contained within the SEZ. While much of the golf course is a grass monoculture, there are areas with seasonal standing water where functioning SEZs remain. Other encroachments include compacted dirt from social walking trails and compaction around disc golf holes.

TRPA grants exceptions to land coverage requirements in SEZs for public outdoor recreation when all criteria of TRPA Code 30.5.2(B) are met.

Land Coverage

Analysis of impervious coverage data estimates that approximately 27% of the Mid-Town plan area is covered by impervious surfaces. Approximately 91% of coverage within Mid-Town is hard coverage.

Table 5: Existing Land Coverage and Impervious Surfaces

Coverage Type	Area (acres)	Percent of Coverage
Driveway (hard)	62	30.8%
Road (hard)	44	21.9%
Building (hard)	35	17.2%
Other (hard)	32	16.1%
Trail (hard)	10	4.9%
Driveway (soft)	9	4.3%
Trail (soft)	5	2.6%
Other (soft)	4	2.2%
Total hard coverage	**183**	**90.9%**
Total soft coverage	**18**	**9.1%**
Total coverage within plan area	**202**	**27.3%**

Water Quality

Water quality and clarity are the heart of Lake Tahoe's identity and appeal. The U.S. Environmental Protection Agency (EPA) designated Lake Tahoe as an Outstanding National Resource Water, meaning it receives the highest level of protection under the Clean Water Act.

Total Maximum Daily Load (TMDL)

Section 303(d) of the Clean Water Act lists Lake Tahoe as an impaired water due to excessive levels of nitrogen, phosphorus, and fine sediments. This designation requires the state to develop a Total Maximum Daily Load (TMDL) plan to determine necessary pollutant load reductions to accomplish California's Lake Tahoe transparency standard of roughly 97 feet over an estimated 65-year implementation period. In 2011, Lahontan Regional Water Quality Control Board (Lahontan) established load reduction targets to be reevaluated every five years to assess each jurisdiction's progress towards meeting these goals. Each jurisdiction holding a National Pollutant Discharge Elimination System (NPDES) permit is required to reduce the baseline pollutant load within their jurisdiction by the amounts shown in Table 6.

Table 6: Load Reduction Targets for Tahoe TMDL

Pollutant	5-Year Milestone (2016)	10-Year Milestone (2021)	15-Year Milestone (2026)	Transparency Standards (~65 years)
Fine Sediment Particle	10%	21%	34%	71%
Total Phosphorous	7%	14%	21%	50%
Total Nitrogen	8%	14%	19%	46%

Source: Lake Tahoe Total Maximum Daily Load (November 2010)

In 2016, the City submitted to Lahontan the City's Lake Tahoe TMDL Baseline Pollutant Load Update Report which was subsequently incorporated into the City's NPDES permit. The City's - reduction requirement under the NPDES permit through 2026 is shown in Table 7.

Table 7: CSLT 2026 Load Reduction Requirements

Parameter	Baseline Load (lbs./year)	Required Load Reduction (percent)	Required Load Reduction (lbs./year)	Allowable Load (lbs./year)
Fine Sediment Particles (mass)	476,677	34%	162,070	314,606
Fine sediment Particles (count)	2.38E+19	34%	1.58E+19	1. 57E+19
Total Phosphorous	2,020	21%	424	1,596
Total Nitrogen	8,034	19%	1,526	6,508

Source: Lahontan Lake Tahoe Municipal NPDEs Permit, Board Order R6T-2022-0046, NPCESA NO. CAG616001

The City completed development of a Pollutant Load Reduction Plan (PLRP), defining feasible and cost-effective pathways to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets as set forth in the City's NPDES permit. The PLRP was submitted to Lahontan in October 2021 and updated in September 2023 as required by the NPDES permit. The City is currently on track to reach the required Lake Clarity Credits (credits). Credits are the singular unit used to track and report load reductions, accounting for multiple pollutant types.

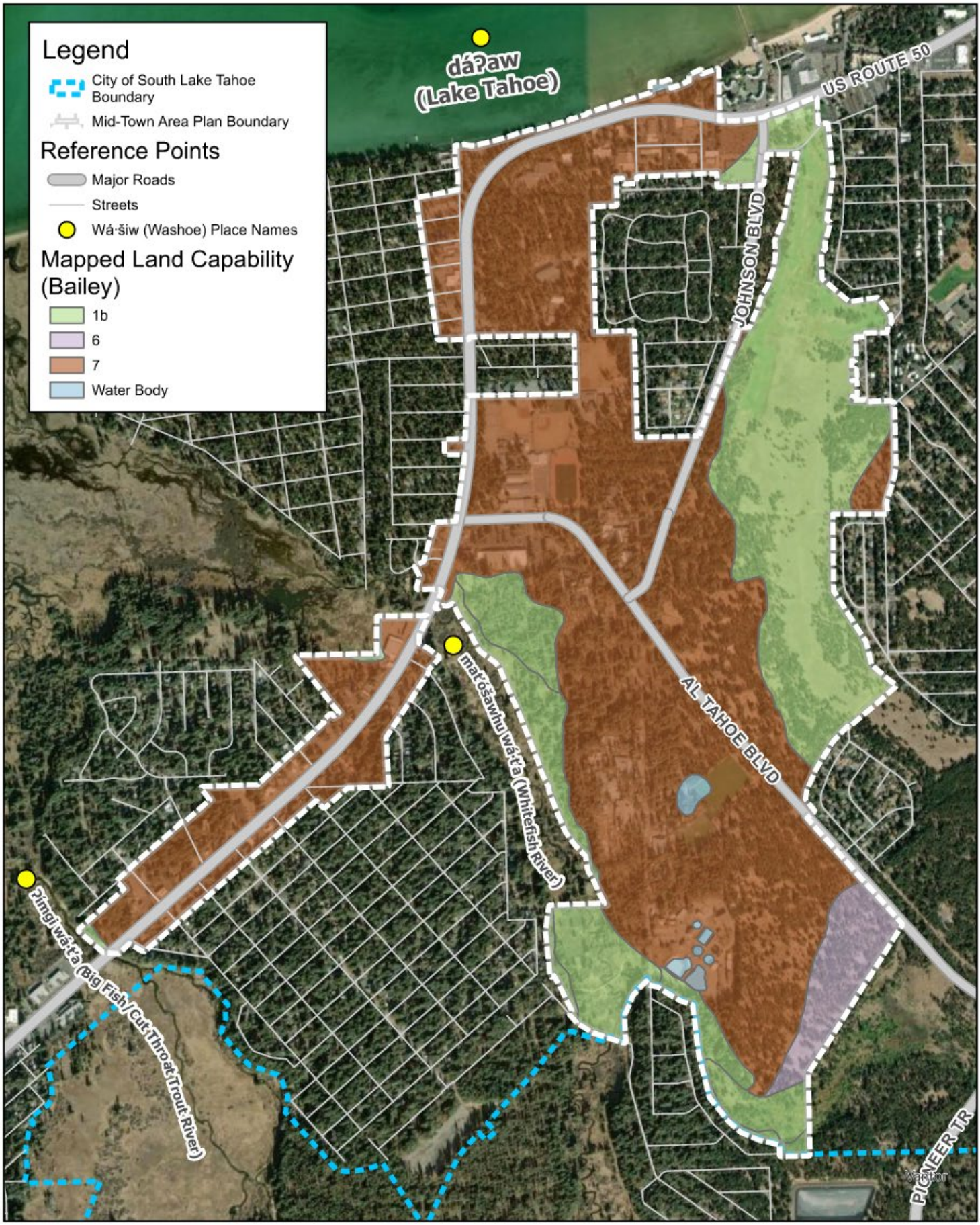


Figure 13: Mapped Land Capability (Bailey)

City of South Lake Tahoe Mid-Town Area Plan

Figure 13: Mapped Land Capability (Bailey)

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Public Stormwater Infrastructure

Caltrans completed the *Trout Creek to Ski Run Boulevard* (2014) and *"Y" to Trout Creek* (2022) water quality improvement projects that equipped the length of Lake Tahoe Blvd. with stormwater conveyance, treatments, and outlets. The Trout Creek to Ski Run Boulevard segment conveys stormwater runoff to an underground Delaware sand filter near River Dr. where it is treated and released into the Upper Truckee River. A second segment utilized open basins for collection and infiltration with overflows letting out at Trout Creek and El Dorado beach.

It is the City's responsibility to treat runoff from all other streets per the TMDL requirements listed above. Catch basins along Palmira Ave. connect to the *"Y" to Trout Creek* infrastructure and empty into the Upper Truckee River. The Harrison Avenue Streetscape Improvement project as discussed in Chapter 7 achieved public and private stormwater improvements for Harrison Ave., Alameda Ave., Tallac Ave., San Francisco Ave., and Modesto Ave.

The City installed parking facilities and BMPs at 977 Modesto Ave, the boat ramp parking lot, and Lakeview Commons. BMPs were installed alongside the Recreation & Aquatics Center. Further developments in the 56-Acres site provide an opportunity to install updated stormwater infrastructure or BMPs.

Best Management Practices: Private Stormwater Infrastructure

In addition to public stormwater infrastructure, TRPA requires individual properties and project areas within the Tahoe Basin to install BMPs to minimize erosion and infiltrate runoff from rainwater/snowmelt. BMP requirements are outlined in TRPA Code of Ordinances Chapter 60, which requires property owners to infiltrate the volume of a 20-year/1 hour storm on their property. Where site constraints are present such as high groundwater or soil with slow infiltration rates, source control BMPs may be installed to stabilize bare soils and minimize disturbance rather than full infiltration BMPs. TRPA's Best Management Practices Handbook details methods and installation details.

Best Management Practices: Area-wide Stormwater Infrastructure

Adoption of the 2012 Regional Plan allowed private parcels to participate in area-wide stormwater treatments in lieu of onsite infiltration and treatment. These treatments may be proposed as part of an area plan and are generally constructed through private/public partnerships and are designed to accommodate private parcel runoff as well as rights-of-way. Such systems shall demonstrate a greater or equal water quality benefit compared to parcel BMPs and meet other requirements outlined in Chapter 13 of TRPA's Code of Ordinances.

In 2014, the Harrison Ave area-wide system was completed, treating approximately 40 acres of both private and public land in the Al Tahoe area. Approximately 21.9 acres in the northeastern region of the plan area is treated in the Bijou Erosion Control Project. In 2023, TRPA adopted a set of changes to the Code of Ordinances known as the Phase 2 Housing Amendments. These amendments allow affordable, moderate, and achievable housing developments to utilize coverage above 70%; however, runoff from the project area must be collected and treated by a stormwater system that is permitted by Lahontan Regional Water Quality Control Board and monitored for TMDL pollutant load reduction. See TRPA Code of Ordinances 30.4.2(B)(5).

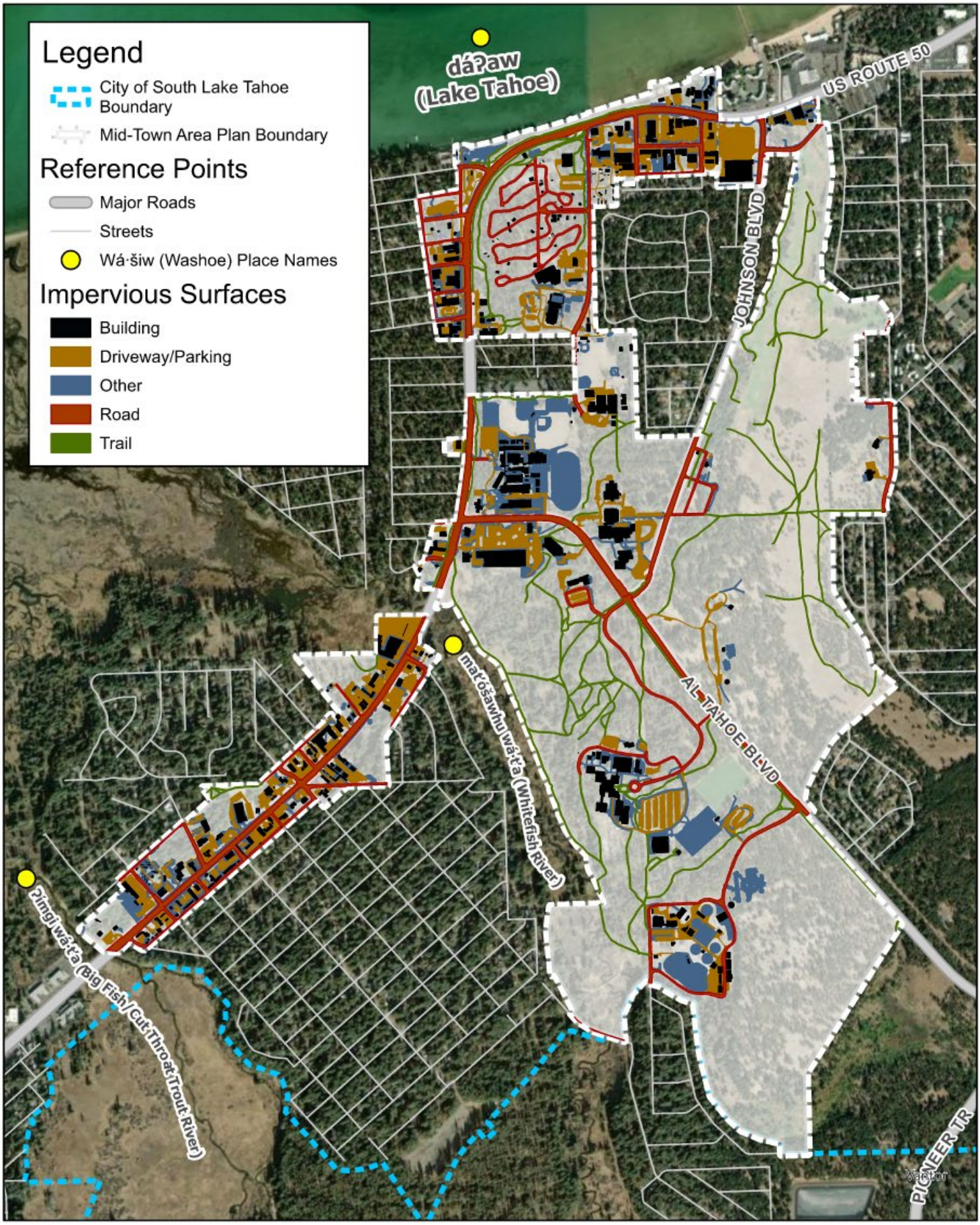


Figure 14: Land Coverage and Impervious Surfaces

City of South Lake Tahoe Mid-Town Area Plan

Figure 14: Existing Land Coverage

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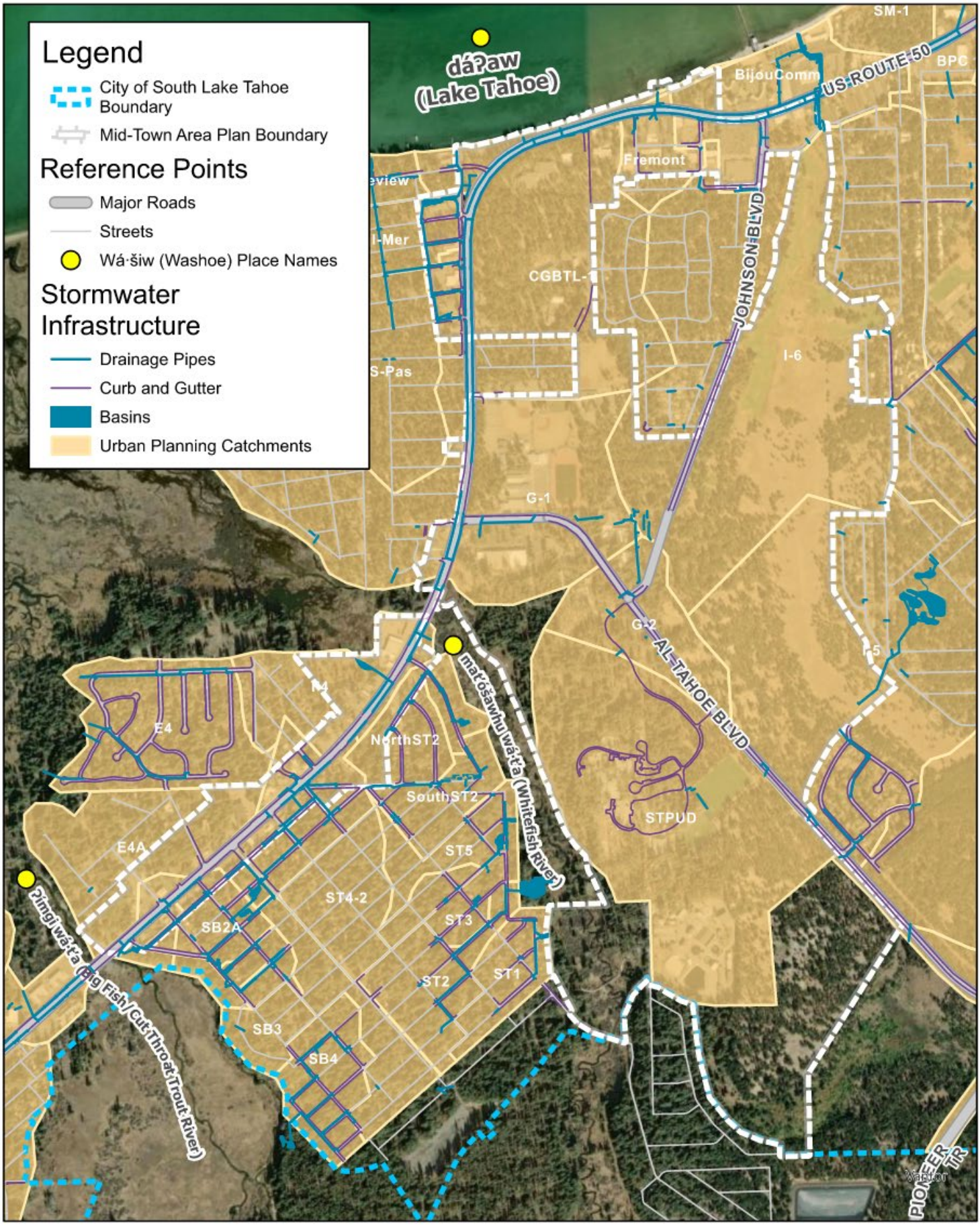


Figure 15: Existing Public Stormwater Infrastructure

City of South Lake Tahoe Mid-Town Area Plan

Figure 15:Existing Public Stormwater Infrastructure

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Each new construction, redevelopment, or major remodel project requires BMP installation or maintenance where treatments exist. Property owners may opt to install BMPs independently of a permitted project through TRPA's retrofit program. There are 132 parcels (36.5%) within the plan area that have earned a BMP certificate by installing and maintaining BMPs; however, it should be assumed that not all these parcels have fully functioning BMPs. To account for maintenance, properties with BMP Certificates issued or re-issued within five years are eligible for 100 TMDL percent credit when registered, whereas properties with certificates more than five years old only receive 50 percent TMDL credit.

Underground Sources of Potential Water Quality Concerns

There are 20 Leaking Underground Storage Tank (LUST) Sites within the plan area that have undergone remediation and been closed, and one open case. The open case (T10000021479) concerns potential diesel contamination of soil at the South Tahoe Public Utility District's main operation plant. The case was opened in November of 2023 and as of 2024 was under investigation for site characterization, risk evaluation, and remediation considerations (State Water Resources Control Board, 2025).

The South Tahoe Public Utility District's (STPUD) plant, pumps, and pipes pose a risk to water quality should human error, natural disaster, or worn infrastructure lead to a spill or leak. STPUD is creating an infrastructure replacement program to identify and prioritize sections of system infrastructure for replacement. The identification of this program is included in the Capital Improvement Plan (CIP) budget (South Tahoe Public Utility District [STPUD], 2020).

The majority (88.8%) of the 241 sewer laterals within the plan area were installed in 1959. In 1950, 5 were installed; 13 in 1970; and 1 in 2011. There are 8 laterals for which the installation date is unknown. The lifespan of these improvements can range from 50 to 100 years, though many factors play a role including material, root intrusion, external pressure, soil stability, soil chemical composition, corrosion, and water table fluctuation.

Source Water Considerations

There are fourteen (14) TRPA-designated "source water protection zones" that overlay the Mid-Town area. Protection zones consist of a fixed 600-foot radius circle around wells that provide drinking water with five or more service connections. Possible contaminating activities may not be approved within these zones unless all findings of TRPA Code of Ordinances 60.3.3(D) are made.

Possible contaminating activities are defined in TRPA Code 60.3.3.B. and include the following uses:

Residential	Domestic animal raising
Commercial	Service stations, auto repair and service, business support services, laundry and dry-cleaning plants, repair services, batch plants, fuel and ice dealers, industrial services, recycling and scrap, storage yards, vehicle storage and parking, vehicle and freight terminals
Public Service	Airfields, landing strips, and heliports; collection stations, hospitals, local public health and safety facilities; regional public health and safety facilities; power generating, public utility centers, schools, transit stations and terminals
Recreation	Beach recreation, boat launching facilities, developed campgrounds, golf courses, marinas, recreational vehicle parks, rural sports
Resource Management	Timber stand improvement, grazing, range pasture management, runoff control
Shore zone	Construction equipment storage, seaplane operations, tour boat operations, water-oriented outdoor recreation concessions

Scenic Resources

Every four (4) years TRPA assesses roadway and shoreline units for the quality of the travel experience and the quality of specific scenic resources viewed from that unit. Factors that contribute to low ratings are dilapidated or abandoned buildings, excessive street parking, and lack of vegetation that would lessen the visual impacts of large structures and the aforementioned features. Public and private investments can substantially improve a scenic unit's rating. Scenic resources within the plan as identified by TRPA are discussed below, with comments from the 2023 Threshold Evaluation incorporated (Tahoe Regional Planning Agency, 2025).

Scenic Roadway Units

El Dorado Beach: Unit 34

Scenic Roadway Unit 34 has been in attainment since 1982. Improvements within the past 10 years include installation of curbs, gutters, and sidewalks; redevelopment of older buildings consistent with design standards (including Tahoe Wellness Center and Hotel Azure); and improvements at Lakeview Commons (creation of Champions Plaza, reconstruction of parking areas, and relocated restrooms). Specific Environmental Improvement Program (EIP) Projects that contributed include:

03.01.02.0006 - Lakeview Commons Phase 2 - El Dorado Beach Improvements
01.01.01.0098 - U.S. Highway 50 Water Quality Improvement Project - Trout Creek to Ski Run Blvd.
03.02.02.0008 - Harrison Avenue Streetscape Improvement & Bike Trail

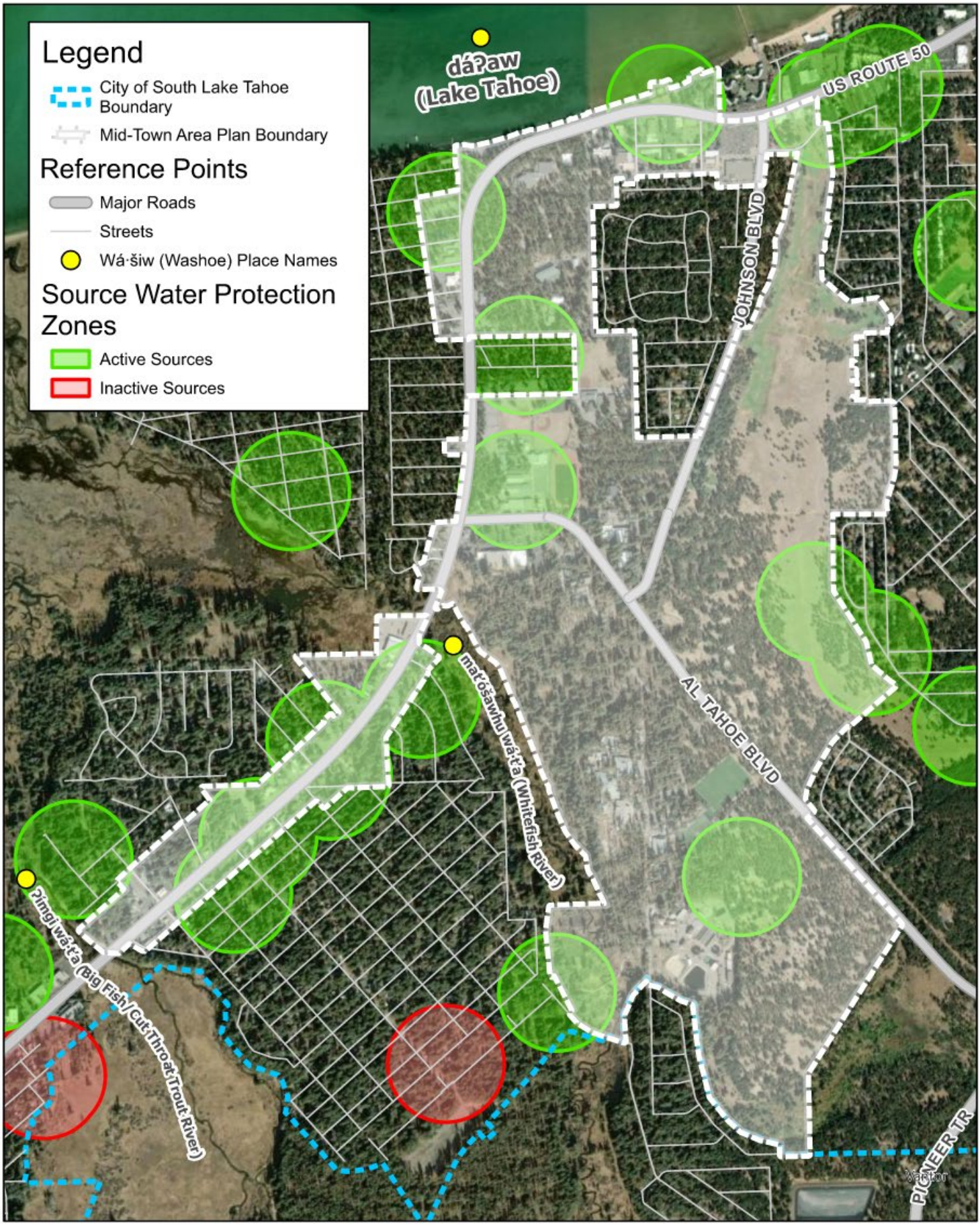


Figure 16: Source Water Protection Zones

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

Figure 16: Source Water Protection Zones

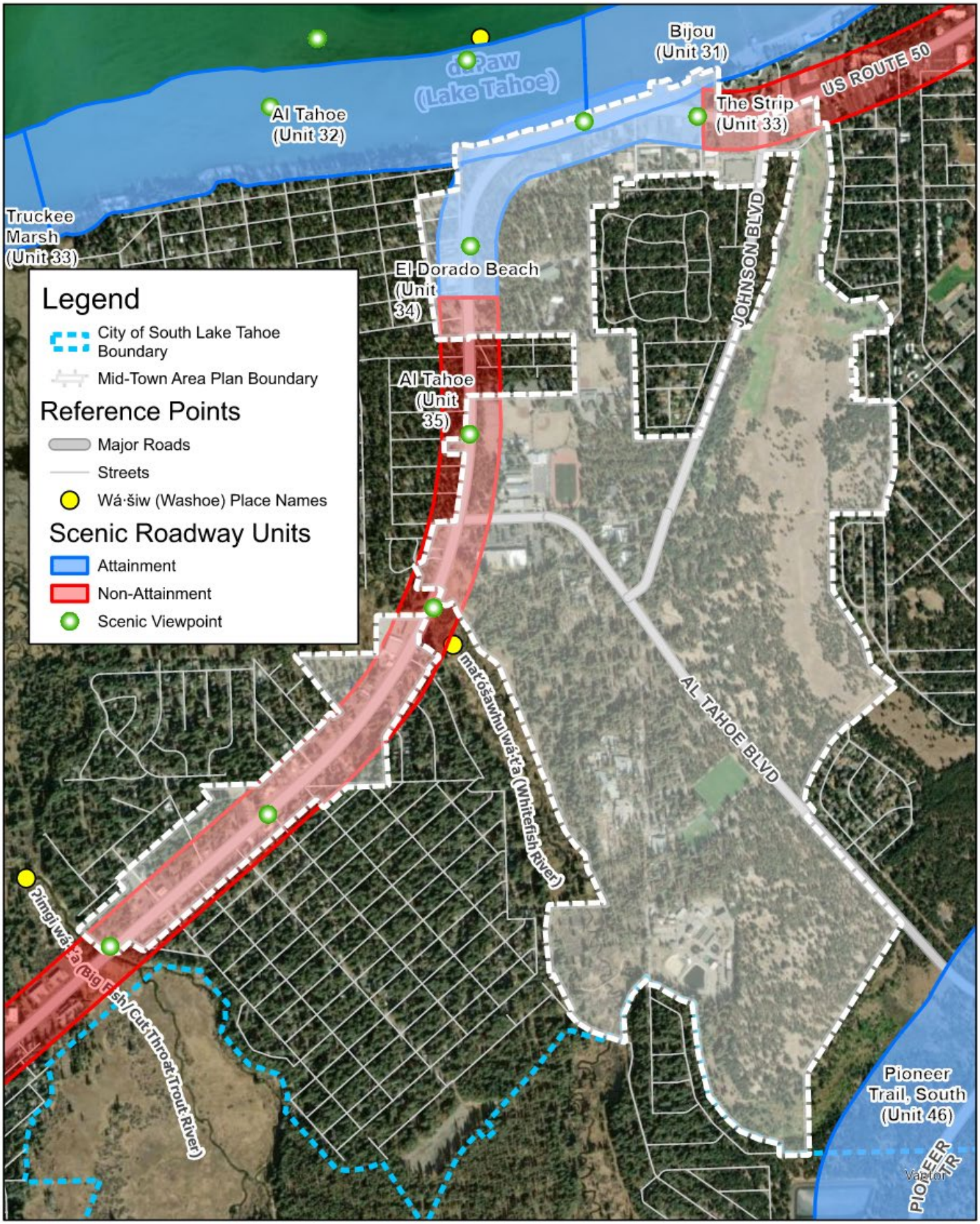


Figure 17: Scenic Roadway Units

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

N

Figure 17: Scenic Resources

Al Tahoe: Unit 35

While Unit 35 remains in non-attainment, TRPA's Threshold Evaluation reports have noted incremental improvements since 2011. These include installation of curbs, gutters, and sidewalks; new road pavement; façade improvements; and redevelopments. Evaluations note the lack of screening for parking lots as an area of concern. EIP Project 01.01.01.0005, *U.S. Highway 50 Water Quality Improvement Project - "Y" to Trout Creek*, contributed positively to air quality, scenic resources, soil conservation, and water quality threshold categories.

Scenic Shoreline Units

Bijou: Unit 31

The Bijou scenic shoreline is in attainment and has been since threshold evaluations began in 1982. The only comment included in threshold evaluations relating specifically to the portion of Unit 31 within the Mid-Town plan area is the positive impact of strong articulation on an existing single-family dwelling.

Al Tahoe: Unit 32

The Al Tahoe scenic shoreline is in attainment and has been since threshold evaluations began. The most recent evaluation (2023) reports satisfaction with revegetation at El Dorado Beach; however, screening of kayak storage is lacking. In 2011, Lakeview Commons Phase 2 - El Dorado Beach Improvements (EIP 03.01.02.0006) increased the overall rating.

Shorezone Tolerance Districts

To avoid conflicts between foreshore and nearshore structures with scenic threshold attainment, TRPA's 1973 Shorezone Plan identified shorezone tolerance districts around Lake Tahoe, Fallen Leaf Lake, and Cascade Lake. Each district was analyzed for topography, erosion concerns, and capacity of structures.

The Mid-Town Area Plan contains approximately half of Shorezone Tolerance District 4, the nature of which is described in TRPA Code 83.9.1A. Additional development standards are included for parcels in Tolerance District 4.

Goals and Policies

Natural Resources Goal 1 – Create attractive streetscapes that complement the natural environment.

Policy 1.1 Private Property Frontages Explore incentives to encourage property owners to participate in beautification of scenic corridors and maintain attractive street frontages with healthy native vegetation, efficient irrigation, neat parking barriers, and screening where necessary.

Policy 1.2 City Streetscape Improvements Keep well maintained rights-of-way following best practices of efficient irrigation, buffers between streets and sidewalks, and lighting.

Policy 1.3 Project Level Utility Improvements Require underground installation of new distribution level electrical lines when visible from scenic corridors or Lake Tahoe.

Policy 1.4 Area Wide Utility Improvements Work with local utility providers to analyze the feasibility of retrofitting and undergrounding utilities.

Natural Resources Goal 2 – Maintain or achieve attainment of all scenic resources.

Policy 2.1 Views from Lake Tahoe Ensure all projects visible from Lake Tahoe are reviewed to prevent adverse scenic impacts (Al Tahoe Scenic Shoreline Unit 32).

Policy 2.2 Scenic Roadways Pursue or incentivize improvements that contribute to increases in scenic quality rating.

Policy 2.3 View of the Lake Implement development and design standards that create openings between buildings for increased visibility and accessibility of Lake Tahoe.

Natural Resources Goal 3 – Water quality improvements shall be an integral part of all new construction, major redevelopments, and right-of-way improvements to protect and enhance Lake Tahoe's exceptional color and clarity, as well as the quality of surrounding waterways.

Policy 3.1 Address Flooding Install drainage and stormwater treatment infrastructure to mitigate seasonal flooding as identified by the Drainage Master Plan.

Policy 3.2 BMP Streamlining The City shall support TRPA efforts to streamline BMP treatments, prioritizing plans for residential projects.

Policy 3.3 Shared Treatments Explore opportunities for area-wide treatments between multiple parcels, including a mix of public and private interests.

Policy 3.4 Snow Storage Ensure snow storage areas are upstream of BMP treatments.

Policy 3.5 Lake Tahoe Total Maximum Daily Load Collaborate with Lahontan Water Quality Control Board and refine the Pollutant Load Reduction Strategy to meet load reduction targets.

Policy 3.6 Environmental Improvement Program Coordinate with TRPA to implement projects identified by the Environmental Improvement Program.

Policy 3.7 Government Center Stabilize sediment sources, treat runoff, and alleviate flooding at the El Dorado County Government Center and City of South Lake Tahoe Police Department (Environmental Improvement Program (EIP) Project Number 01.01.01.0195, Al Tahoe Government Center BMPs).

Policy 3.8 Source Water Protection Review all possible contaminating activities proposed in source water protection zones in accordance with TRPA Code of Ordinances 60.3.3(D) to prevent contamination of drinking water sources.

Policy 3.9 Facilitate Additional Coverage (Housing Policy 3.5) Consider building additional treatment capacity into area wide stormwater treatments to facilitate private developments.

Natural Resources Goal 4 – Preserve, enhance, and restore stream environment zones and their functions.

Policy 4.1 Redirection and Transfer of Development Do not allow new developments to encroach in SEZs and provide incentives to relocate development from SEZs to high capability lands.

Policy 4.2 SEZ Mitigation Require mitigation when coverage is transferred within an existing disturbed SEZ.

Policy 4.3 Bijou Park and Golf Course SEZ In expansions or modifications to Bijou Park and the golf course, consider alternatives that reduce encroachment into and increase functioning of SEZs.

Policy 4.4 SEZ Restoration Utilize the updated Bailey Mapped Land Capability Map to more accurately delineate SEZs. Coordinate with public agencies and private property owners to prioritize and target the removal of development and land coverage from the delineated SEZs and from the TRPA designated Stream Restoration Plan Areas.

Natural Resources Goal 5 – Encourage building practices that reduce climate change impacts regionwide and consider health of residents.

Policy 5.1 Residential Air Quality Residential developments should consider health and wellbeing of residents by including air conditioning, screening, and shading of units, especially where homes are adjacent to high polluting roadways such as Lake Tahoe Boulevard.

Policy 5.2 El Dorado County AQMD Implement measures recommended by the El Dorado County Air Quality Management District and explore grants and incentives offered for community benefit.

Policy 5.3 Construction Emissions Encourage use of low emission construction equipment, prohibit open burning of debris from site clearing unless involved with a fuels reduction project, encourage use of water or other dust control measures, and low idling time for construction equipment and vehicles.

Policy 5.4 Sustainable Building Hold all projects to current standards of California Building Code and Building Energy Efficiency Standards, providing incentives for projects that exceed.

Policy 5.5 Renewable Energy Support the creation of location appropriate renewable energy systems and advocate for the allowance of shared systems.

Implementation

Water Quality Improvements

In addition to those listed below, many transportation improvements include stormwater treatments. See Chapter 7 Transportation and Circulation: Implementation.

Project Name	Project Description	Lead	Status
Drainage Improvements - Micro Areas - City Wide	This project includes drainage improvements to address micro-areas of concern. It is intended to be a multi-year effort with future funding requests and appropriations.	CSLT	Ongoing, no anticipated completion date
Drainage Master Plan Update	This project proposes to amend and add to the previously completed 2008 Drainage Master Plan. A condition assessment report was completed in 2022 that begins to prioritize infrastructure replacement. It is estimated an update will take one year to complete once funding is available.	CSLT	Ongoing, estimated completion one year after receiving funding
Drainage Pipe Replacement	This project funds the replacement of failing storm water culverts and existing drainage facilities identified from the 2022 assessment report, field condition assessments, and/or citizen complaints. City staff recommend that two pipe replacement projects are completed annually, as funds allow. This includes high-risk replacements as well as replacements in the area of the following	CSLT	Ongoing, potential completion of high-risk pipe replacements in 2030 and medium-risk replacements in 2045

	year's road rehab project. This work is intended to be an on-going annually funded program to replace storm water infrastructure. The assessment report estimated it would take 5 years to complete high-risk replacements and 20 years to complete medium-risk replacements, but it is highly dependent on annual allocated funding.		depending on annual allocated funding
Al Tahoe Government Center BMPs	The Al Tahoe Government Center lacks soil stabilization and BMPs, and often experiences flooding. This EIP project proposes to plan, permit, and install appropriate stormwater facilities (EIP 01.01.01.0195).	TRPA	Ongoing, estimated completion 2027

CHAPTER 10 ART, CULTURAL, AND HISTORIC RESOURCES

The analysis and information below and in Chapter 1, History and Setting, rely on prior historic and archeological reports commissioned by the City as noted in Appendix A; consultation with the California Office of Historic Preservation; information from the Lake Tahoe Historical Society; and consultation with the Washoe Tribe of Nevada and California.

Existing Conditions

Built Environment

The California Office of Historic Preservation tracks structures that have possible historic significance through the Built Environment Resource Directory (BERD). BERD identifies five (5) structures within the plan area that have been nominated to the National Register of Historic Places, though none were accepted. These include Sno-Flake Drive-In, Lake Forest Wedding Chapel, campground caretaker's cabin and garage, and the water tower at 1100 Rufus Allen Blvd. (California Office of Historic Preservation). These locations have not yet been evaluated for the California Register or local listings.

Tribal Cultural Resources

Nearly all plant and animal species native to the Tahoe Basin, greater Sierra Nevada Mountain Range, and surrounding foothills are of significance to people of the Washoe Tribe. These resources were integral to supporting early ways of life by providing basic needs such as shelter, sustenance, and medicine (Makley, 2018). While lifestyles have adapted, native plants and animals maintain their importance in Washoe culture, allowing the preservation and passing down of traditional knowledge and skills.

Goals and Policies

Art, Cultural, and Historic Resources Goal 1 – Develop an arts and culture focus within the plan area, building on existing historic and notable features.

Policy 1.1 Funding Explore funding mechanisms to sustain a public arts grant program and, based on the funding source, consider identifying a priority area for installations.

Policy 1.2 Community Garden Explore viability of a new or collaborative community/demonstration garden that teaches about high altitude

gardening and plant species culturally and environmentally significant to the Washoe Tribe and Tahoe Basin.

Policy 1.3 Infrastructure for Art Consider infrastructure needs for art such as platforms, accessibility, and lighting in the development of other improvements.

Policy 1.4 Visibility of Art Recognize and account for the unique lighting needs of standalone art displays, advocating for the allowance of uplighting for notable pieces.

Art, Cultural, and Historic Resources Goal 2 – Collaborate with underrepresented communities to foster pride, awareness, and appreciation of different cultures within in the South Lake Tahoe community.

Policy 2.1 Washoe Representation Through consultation with the Washoe Tribe of Nevada and California, identify appropriate opportunities where public art may assist in preservation and appreciation of indigenous knowledge and culture.

Policy 2.2 Education Identify education opportunities for natural resources used by indigenous peoples for medicine, food, or tools.

Policy 2.3 Little Ameca Consider appropriate ways to use art to represent the approximately 22% of City residents who have personal or familial ties to the City of Ameca or state of Jalisco, Mexico.

Policy 2.4 Place Naming Consider appropriate areas to formally reinstate place names as originally identified by the Washoe Tribe.

Art, Cultural, and Historic Resources Goal 3 – Appreciate and recognize cultural and historic resources within the Mid-Town plan area.

Policy 3.1 Archeological Discoveries Treat all newly discovered archeological finds as significant resources, halting operations until evidence to the contrary has been provided by a qualified archaeologist.

Policy 3.2 Paleontological Discoveries Treat all newly discovered paleontological finds as significant resources, halting operations until evidence to the contrary has been provided by a qualified archaeologist.

Policy 3.3 Resource Preservation Where feasible, preserve or restore cultural and historic resources. Where preservation is not feasible, require mitigation that preserves the resource's value and benefit, such as by providing non-interfering public access to the site or education opportunities.

Policy 3.4 Human Remain Discovery Require projects or ground disturbance activities to be halted should human remains be discovered. Follow state procedures regarding notifying the County Coroner, the Native American Heritage Commission, and the Washoe Tribe should the remains be determined to be indigenous.

CHAPTER 11 RECREATION AND OPEN SPACE

The Mid-Town area contains a variety of recreation opportunities offered by both public and private entities. Private recreation uses are generally of a commercial nature, consisting of equipment rentals for offsite use, such as skis, snowboards, and bikes. This section discusses the area's public recreation amenities.

Existing Conditions

The Mid-Town Area Plan contains many of the City's best recreation assets. There are further opportunities for seasonal and year-round activities to promote connectivity in the community and mental and physical health.

Bijou Community Park

Bijou Community Park is the largest municipal park in the City, containing a disc golf course, mountain bike/BMX park, dog park, dog agility course, playground, sand volleyball courts, skatepark, two gazebos with barbeque pits, a historic railroad exhibit, and restrooms. All park facilities are free to use; however, the restrooms are closed in the winter months when use of the park significantly decreases. The park was constructed in 1992 and has continuously undergone improvements. The bike park was added in 2015 in a partnership between the City of South Lake Tahoe, Tahoe Area Mountain Biking Association (TAMBA), and South Lake Tahoe BMX. The bike park is largely maintained by TAMBA staff and community volunteers at their "Tune-Up Tuesday" gatherings. In summer of 2025, the street section of the skate park, which also served as a basketball court, was resurfaced with new features and connected to the transition section.

Bijou Park is highly utilized by individuals and for events. Both gazebos are available to rent for group gatherings. The disc golf course hosts annual tournaments. The South Tahoe Disc Golf Association maintains and promotes the course for such events. The bike park and skate park may also be rented for single or multiday events. The City hosts a summer movie series at Bijou, as well as the annual Multicultural Celebration to celebrate diversity through art, music, food, and entertainment.

Bijou Golf Course



The golf course was first opened in 1920 as a private course. In November 1983, the City purchased the Bijou Meadow and Golf Course. The 9-hole course maintains its original configuration. A neighboring parcel containing the clubhouse and parking lot is rented by the City. The clubhouse contains a pro shop, rental equipment, and snack bar, but lacks permanent restrooms. The course is generally open from the middle of May until first snowfall, with limited hours after Labor Day. A fee is required to play.

Campground by the Lake

The campground opened on June 26, 1979, and was reconfigured to accommodate the City's Recreation & Aquatics Center. Amenities include campfire rings, picnic tables, shared water spigots, coin operated showers, a dump station, and WIFI service. Weekends in the summer months are regularly fully booked, as well as most weekdays.

Lakeview Commons and El Dorado Beach

El Dorado Beach at Lakeview Commons was dedicated on June 20, 2012. This project was a partnership between the City of South Lake Tahoe, El Dorado County, and the California Tahoe Conservancy, largely funded by the 2006 Parks and Water Bond Act. Amenities include a bike trail, ADA beach access path, boat launch and floating dock, kayak concessions, picnic area with tables and barbecues, turf area, restrooms, food concessions, and a swim area protected by ropes and buoys. Parking is provided for the public, as well as one lot specifically for vehicles with boat trailers.

The area is extremely popular among picnickers, slackliners, kayak and paddleboarders, and swimmers. Thursday nights throughout the summer are especially busy when the Live at Lakeview Summer Music Series occurs.

Recreation & Aquatics Center

In 2023, construction of the City's new Recreation & Aquatics Center began. Upon its completion in 2026, the facility will provide the greater south shore with a plethora of arts, fitness, and community programs.

Lake Tahoe Community College

Lake Tahoe Community College contains over 4 miles of Nordic cross country ski track. In the non-winter months, the track is utilized by hikers. Spanning the campus and City property are the Community Play Fields, made possible by Lake Tahoe Community College District and the City of through the Community Play Consortium (CPC) Joint Power Authority. One synthetic turf field and two grass fields are available for youth programs, youth leagues, and LTCC students, as well as for tournaments, training camps, special events, and fundraisers.

South Tahoe Middle School

South Tahoe Middle School contains tennis courts, baseball fields, a track, and a football field. Facilities are used for both school and community activities.

Goals and Policies

Recreation Goal 1 – Increase availability of recreation opportunities in the winter months.

Policy 1.1 Winter Recreation Activities Explore expanding golf course operations and facilities to include winter sports and events that activate the space for year-round use.

Policy 1.2 Extended Activation Implement enhancements and additions to Bijou Park that can extend use periods, both daily and yearly.

Policy 1.3 Campground Uses Explore ways to utilize the campground in winter months.

Recreation Goal 2 – Modify and enhance Bijou Community Park and Golf Course to meet transportation needs, demand for individual uses, accessibility, and suitability for special events.

Policy 2.1 Connectivity Increase non-autocentric connectivity both to and within the park, considering and advocating for a fixed route transit stop at Bijou Community Park.

Policy 2.2 Transportation Needs Meet visitor demand through transit service opportunities, expanding bicycle parking, continuing transportation improvements, and exploring acquisition of new parcels to facilitate shared parkin. All considerations regarding additional parking must be consistent with the RTP/SCS.

Policy 2.3 City Owned Clubhouse Explore pathways to developing a new clubhouse on City-owned property.

Policy 2.4 Clubhouse Improvements Construct a new golf clubhouse that can accommodate special events, parking demand, year-round uses, and recreation related accessory uses.

Policy 2.5 Special Event Facilitation In all improvements to Bijou Park, consider how the space can become better suited to hosting special events that accommodate people of all ages and abilities.

Policy 2.6 ADA Compliance Address projects identified by the City's ADA Self Evaluation and Transition Plan in accordance with priority.

Policy 2.7 Recreation for All Pursue accessible upgrades beyond those required by ADA, such as inclusive playground features that encourage disabled and able-bodied children to interact and share the same space, considering not only physical disabilities, but also sensory impairments, processing disorders, and other conditions.

Policy 2.8 Recreation Diversification and Enhancements Continue working with the community to identify desired uses for Bijou Park as a whole, as well as enhancements to individual uses. Should tradeoffs occur, work with the affected community to mitigate losses, be they spatial, historic, or other.

Policy 2.9 Concessions Consider appropriate and need based uses or services to operate from the existing concessions building, including but not limited to:

- Rental/loaner helmets to skate and bike park users
- Disc golf pro shop
- Items for tidying facilities (brooms, rakes, leaf blower, etc.)
- Tools for equipment quick fixes
- Prepackaged drinks and snacks
- Simple first aid supplies
- Water bottle refill station

Recreation Goal 3 – Balance recreation improvements with open space and stream environment zones.

Policy 3.1 Stream Environment Zones In expansions or modifications to Bijou Park and Golf Course, include alternatives that reduce encroachment into or increase functioning of stream environment zones.

Policy 3.2 Open Space Maintain sufficient and facilitate new open space areas for community and environmental benefit.

Recreation Goal 4 – Develop the Recreation & Aquatics Center to be a community center for residents and visitors of all walks of life.

Policy 4.1 Supporting Facilities Develop supporting facilities for the Recreation & Aquatics Center such as day use, outdoor summer camp, event, and demonstration spaces.

Policy 4.2 Integration of Art Realize the Recreation & Aquatics Center as a community hub where all individuals can find representation.

Recreation Goal 5 – Increase accessibility and experiences of beach recreation.

Policy 5.1 CTC Land Exchange Continue parcel exchange efforts with the California Tahoe Conservancy to increase opportunities for beach access and exploring expansion scenarios for Lakeview Commons.

Policy 5.2 Lakeview Commons Maintain Lakeview Commons as a community hub while exploring mechanisms to increase recreation areas and environmental improvements.

Policy 5.3 Accessible Improvements Ensure beach recreation areas are accessible by walking, riding, or rolling.

CHAPTER 12 SAFETY AND NOISE

This section is supplemental to the Health and Safety Element of the City of South Lake Tahoe General Plan and the Natural Hazards Element of the TRPA Regional Plan. The policies and goals below are consistent with the City's 2022 Local Hazard Mitigation Plan to reduce or eliminate long-term risk to people and property from hazards, both natural and manmade. 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.

Existing Conditions

Citywide hazard identification and risk assessment was completed in the City of South Lake Tahoe Local Hazard Mitigation Plan 2022 Update. The significance summary from this assessment is included below.

City of South Lake Tahoe Hazard Significance Summary (Table 4-2 of LHMP)				
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	Medium
Landslide and Debris Flows: Soil Hazards	Limited	Highly Likely	Limited	Medium
Severe Weather: Heavy Rain/Thunderstorms/Hail/ Lightning/ 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
Geographic Extent Limited: Less than 10% of planning area Significant: 10-50% of planning area		Magnitude/Severity Catastrophic: More than 50 percent of property severely damaged; shutdown of		

Extensive: 50-100% of planning area	facilities for more than 30 days; and/or multiple deaths
Probability of Future Occurrences	**Overall Significance**
Highly Likely: Near 100% chance of occurrence in next year or happens every year.	Low: minimal potential impact Medium: moderate potential impact High: widespread potential impact
Likely: Between 10 and 100% chance of occurrence in next year, or a recurrence interval of 10 years or less.	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
Occasional: Between 1 and 10% chance of occurrence in the next year or has a recurrence interval of 11 to 100 years.	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
Unlikely: Less than 1% chance of occurrence in next 100 years or has a recurrence interval of greater than every 100 years.	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

Table 8: City of South Lake Tahoe Hazard Significance Summary

Noise

As more mixed-use developments are built, noise conflicts between commercial and residential uses may occur more frequently. Much of this plan area is adjacent to Lake Tahoe Blvd., where residential developments may be affected by transportation related noise pollution.

Portions of the plan area are overlayed by noise contour bands as identified in the Airport Land Use Compatibility Plan (ALUCP). Certain uses within these overlays are prohibited or require additional conditions of approval to mitigate noise interference and ensure safety and quality of life. These requirements are discussed further in *Chapter 4, Land Use and Community Design* and Table 4-1, *Noise Compatibility Criteria*, of the ALUCP.

Special events with amplified sound are reviewed individually or as an event series according to SLTCC 6.55.230 or against specific permit conditions when within a special event area. Events are reviewed to ensure that the hours of amplified sound do not cause significant disturbances to neighboring uses. In some cases, mitigation measures are placed on an event to lessen noise impacts.

Maximum community noise equivalent levels (CNEL) for the plan area are included in Table 9. TRPA Code Chapter 68 and the South Lake Tahoe General Plan Health and Safety Element provide further information regarding measuring levels for specific noise sources.

Table 9: Community Noise Equivalent Level

District/ Overlay	Tahoe Sierra Business	Harrison/ Sandy	Al Tahoe Center	Public Service	LTCC	Bijou Rec.	US Hwy 50 (overlay)	Shorezone (overlay)
CNEL	60	60	60	55	55	55	65*	55

*This standard overrides the district CNEL levels for areas within 300 feet of US Hwy 50.

Table 9: Community Noise Equivalent Level

Goals and Policies

Safety Goal 1 – Reduce or eliminate long-term risk to people and property from hazards, both natural and manmade.

Policy 1.1 Floodplain Development Do not allow additional development in 100-year floodplains unless the findings of TRPA Code of Ordinances 35.4.2(A), (B), (C), or (D) are made.

Policy 1.2 Emergency Response Advocate for the installation of emergency signals and clear zones at South Lake Tahoe Fire Station #2.

Policy 1.3 Smart Growth Implement the Area Plan's development standards which have been developed to be consistent with the State of California, Office of the Attorney General's *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act.*

Policy 1.4 Overflight Zones Require all new projects located within the overflight safety area to meet the standards and requirements of the Airport Land Use Compatibility Plan (ALUCP) in effect at the time the project is reviewed and require overflight notifications for all residential properties within the overflight notification area.

Policy 1.5 Police Access Maintain police access to high visitation areas such as Lakeview Commons, especially during peak visitation times for safer pedestrian experiences.

Policy 1.6 Community Event Safety Maintain appropriate police presence at community events for the safety of participants and surrounding areas.

Safety Goal 2: Facilitate developments that increases the City's preparedness and resilience towards hazards and disasters.

Policy 2.1 Regional Safety Partners Support Lake Tahoe Community College in developing a regional first responder safety and training facility.

Policy 2.2 Flow Requirements Coordinate with STPUD to ensure proposed developments can be supported by existing infrastructure and meet minimum flow requirements for fire suppression.

Policy 2.3 Emergency Access Ensure developments and event spaces are accessible by emergency vehicles.

Policy 2.4 Improved Fire Facilities Explore locations for the relocation of Fire Station #2 that allow room for expansion, accommodating training space, administrative offices, and increased response capacity.

Policy 2.5 Improved Police Facilities Explore the feasibility of improvements to police department facilities that allow for additional training opportunities, secure storage, and administrative offices with room for growth.

Safety Goal 3 Protect the community from harmful effects of exposure to excessive noise, including ground borne noise.

Policy 3.1 Noise Mitigation for Residential Uses Residential projects fronting US Hwy 50/Lake Tahoe Blvd. shall include features that mitigate transportation-related noise pollution, such as vegetation buffers and air conditioning.

Policy 3.2 Airport Noise Review all projects against Noise Compatibility Criteria (Table 4-1) of the Airport Land Use Compatibility Plan (ALUCP) to avoid establishing noise-sensitive uses in affected areas.

Policy 3.3 Transportation Noise Require mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan at all outdoor activity areas and interior spaces of existing noise-sensitive land uses.

Policy 3.4 Acoustic Analysis Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or anticipated exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan.

Policy 3.5 Ground-borne Noise Require an analysis of potential vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures.

Policy 3.6 Special Event Noise Review all special events for excessive noise impacts, implementing mitigation as necessary.

CHAPTER 13 IMPLEMENTATION

Mechanisms to implement an area plan's goals and vision are critical for success. If private property owners have no incentive to improve, redevelop, or sell an underused parcel, execution of the community vision becomes difficult and delayed. This section explores mechanisms to encourage private landowners to participate in community revitalization, spurring implementation of the plan within a timely manner.

Implementation Strategies

Below are implementation strategies that may be catalysts for the Mid-Town Area Plan's goals and vision. A brief introduction to each strategy and possible lead department is provided. These items are conceptual and will not be implemented alongside the Area Plan. The presence of a strategy in this section does not constitute a commitment by the City of South Lake Tahoe to implement it. These will require separate policy development, approval, and environmental review if pursued in the future.

Landbank

Development Services

Creating a landbank would allow the City to play a direct role in redevelopment. The landbank would acquire private land offered for sale. In accordance with the Surplus Land Act, the parcel would first be made available to affordable housing developers and open space entities. If it remains available, the parcel would be placed for sale for other preferred developments. The City may also choose to maintain ownership until adjacent parcels are sold or intended to be redeveloped. This provides an opportunity for parcels to be merged and redeveloped as part of a larger project area. This is particularly valuable as coverage limitations, smaller lot sizes, and irregular lot shapes are present in the Mid-Town area, all which limit development potential.

Further research would be required to identify necessary startup funds, ongoing feasibility, qualifications for desirable parcels, and characteristics of preferred developments.

Property Tax Abatement Programs

Development Services and Finance

Exploration of tax abatement programs may be included in the Mid-Town Area Plan with further direction to analyze financial implications and project eligibility. This technique may be used to target certain parcels, such as those which have remained vacant for long periods, or to incentivize specific kinds of development, such as mixed-use developments that incorporate affordable housing units.

This approach generally has low startup costs but does result in forgone revenue for the jurisdiction.

Public/Private Partnerships

Development Services and Public Works

There was widespread recognition of the benefits of collaboration with private property owners to complete more projects like the Harrison Avenue Streetscape Improvement & Bike Trail. The City should explore further opportunities to achieve areawide stormwater treatments, shared parking facilities, and pedestrian and bike infrastructure. There are lessons to be taken from the Harrison Avenue project, such as the value of parking as discussed below. Priority areas include Sandy Way, Palmira Ave, and the Al Tahoe Center as discussed under Areawide Improvements in Chapter 13.

Paid Parking

Police and Public Works

A tool often used by jurisdictions to alleviate the burden on developers of constructing and maintaining onsite parking is paid public parking and parking benefit districts. These systems assign an appropriate cost to public parking based on location and demand. Jurisdictions can remove parking minimums from private establishments, while earning funds to enhance rights-of-way with bike paths, walkways, ADA improvements, street lighting, and drainage improvements. Funds may also be dedicated to addressing other community goals such as the creation of public art.

During outreach, staff heard both support and opposition for paid parking of existing public parking and for future improvements. Further research would include a feasibility study that looks at implementation costs and enforcement needs. Community outreach would be a key component in identifying appropriate uses for the funds generated.

Corridor Beautification

Development Services and Finance

Much of the Mid-Town region fronts Lake Tahoe Boulevard. Lake Tahoe Boulevard is recognized by TRPA as a scenic corridor, though not all sections meet the attainment standards. Grants offered through a modified community investment and revitalization program as described in SLTCC 6.20 would ease the financial burden of property and landscaping maintenance. A corridor beautification program has the potential to increase curb appeal and create streetscapes that are more attractive to pedestrians and bicyclists. Qualifying improvements may include sign replacements, installation of vegetation, and minor facade improvements that increase consistency with development standards.

Program implementation includes identifying a funding source, creating eligibility criteria, and defining clear program goals. A priority zone may also be considered as was done with the original program.

In-lieu Fees for Public Improvements

Public Works

To provide more flexibility for private developers, the City may consider offering an in-lieu fee option as an alternative to constructing public improvements. This decision to allow that a fee be paid in place of constructing the improvement alongside the project is typically at the discretion of the Director of Public Works; however, City Council must first approve a fee structure. This provides benefits for both the developer, the City, and the public. Depending on the fee structure, developers may save the cost of creating the plans and construction. The contribution may be used for priority active transportation projects and areawide stormwater systems, providing the public with more complete amenities and contributing to regional water quality goals.

Public Art Funding and Priority Zone

Development Services, Parks and Recreation, and Public Works

A primary goal of the Mid-Town Area Plan is to emphasize arts and culture within this area. Should a funding source for public art be identified, the Mid-Town region may be designated as a priority zone for public art. Proposals within this zone may receive additional points in proposal review.

Reinvestment Zones

Development Services

In May of 2024, the City of South Lake Tahoe submitted a letter of support for AB 930, Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) Act. While this bill has been held under submission as of August 2024, City staff will continue to monitor state legislation for redevelopment funding opportunities.

Reinvestment projects such as Heavenly Village and the Harrison Avenue Streetscape Improvement Project delivered new and upgraded commercial spaces, safe and accessible pedestrian and bike paths, extensive stormwater treatment systems, and lively gathering spaces, demonstrating the value of this type of planning.

Defining “New Construction”

Development Services

Creating a clear definition of “new construction” would help keep properties from falling into disrepair, making them more attractive to new tenants and reducing commercial vacancy rates. It is a trend for developers to remodel buildings down to the studs, but

because the building is not demolished it does not qualify as a new construction project and certain building code requirements cannot be enforced. Defining new construction to include these kinds of projects will ensure safety, accessibility, and sustainability upgrades are diligently implemented.

Implementation would require staff time for the development and adoption of an ordinance.

Excess Coverage Mitigation Assistance

Development Services

Per Resolution 2023-051, the City offers TRPA development rights and land coverage at no cost for certain projects. This is a successful program, though development rights are most often requested in the form of residential units of use (RUU) for multifamily and accessory dwelling unit developments. Coverage is requested less frequently. For many redevelopment projects, there is extensive verified coverage on the site. In these cases, coverage is not so much a limiting factor, but the excess coverage mitigation fees can become burdensome. With direction from City Council, Resolution 2023-051 may be amended to allow for City banked coverage to be retired to serve as excess coverage mitigation for projects that demonstrate the utmost compliance with goals, policies, and guidelines.

Bijou Park and Golf Course Implementation Plan

Parks and Recreation

Following adoption of the Mid-Town Area Plan, the City Parks and Recreation Department alongside the Parks and Recreation Commission will develop a Bijou Park and Golf Course implementation plan to address opportunities related to golf course improvements with a focus on the clubhouse, course, and parking area. This approach will consider realistic deliverables, considering timelines for completion, funding mechanisms and/or gaps, and possible roadblocks or challenges.

Green Building Incentive Program

Select implementation strategies above are designed to target aging and inefficient infrastructure. Should these strategies be successfully implemented, they have the potential to not only bring buildings up to current sustainability and accessibility standards but also incorporate green building practices beyond those required.

The City has identified LEED, Energy Star, Green Point, BREEAM, and the National Green Build Standard as certification programs in alignment with the City's sustainable building and emissions reductions goals as outlined in the Climate Action Plan. Obtaining one of these certifications makes the project eligible for one or all of the incentives below. Should an applicant wish to complete a certification program not listed, the program may be reviewed by City staff for consistency with this program's goals.

In addition to requirements of the third-party certification, the following measures are encouraged:

- Appliances – All kitchen appliances meet Energy Star rating if an Energy Star designation is available for that appliance.
- Reduction in cement uses – Foundation mixes contain at least 20% reduction in cement by replacing cement with products such as flyash, slag, silica fume, or rice hull ash.
- Renewable/Recycled materials – At least 20% of all hard floor covering in the home may be a recycled content material or be of rapidly renewable materials such as bamboo, cork, natural linoleum flooring, engineered wood products, or minimum of 50% recycled content tile.
- Low VOC flooring – At least 80% of the total area of resilient flooring installed may be certified under the Resilient Floor Covering Institute (RCFI) FloorScore program and at least 80% of the total area of carpet meet the CRI Green Label Plus requirements for carpet.
- Radon Resistant construction – Radon resistant construction that meets the criteria of the Basic Techniques for Radon Resistant Construction recommended by the US EPA, is included in the project and the owner has been provided with information on radon risks, the radon resistant construction in the home, and radon testing options.
- Sustainable deck products – All decks surfaces utilize Forest Stewardship Council (FSC) certified wood, salvaged wood, or recycled content plastic or composite decking. Plastic or composite decking materials must be approved by the Office of the State Fire Marshall for use in the Wildland Urban Interface area.
- Low water consumption landscaping – The project does not include lawn area greater than 5% of the lot area and all landscaping is irrigated with a drip irrigation system that includes soil moisture control sensors.
- Kitchen faucet – Maximum flow rate at sink faucets is not greater than 1.5 gallons per minute at 60 psi.

Residential Project Incentives

Residential projects that voluntarily achieve third-party Green Building certification would be eligible for the following:

- Priority plan check, over all other projects, by all City Departments.
- Priority on the residential allocation waiting list.
- Recognition at a televised City Council meeting and on the City Website.

Commercial Project Incentives

Commercial projects that voluntarily achieve third-party Green Building certification would be eligible for the following:

- Priority plan check, over all other projects, by all City Departments.
- CFA allocation from the City's unallocated CFA pool.
- Recognition at a televised City Council meeting and on the City Website

Proof of Certification

All applications for projects utilizing this program shall include a signed testimony and documentation demonstrating their intent to obtain green building certification and provide final certification prior to issuance of a certificate of occupancy. If certification is not obtained when occupancy is required, the applicant may post a security equal to $10,000 to receive a certificate of occupancy for the building. The security would be held until green building certification is obtained. If certification is not obtained within 1 year of occupancy, the security would be forfeited and deposited into the City fund to be used for City sustainability efforts.

Areawide Improvements

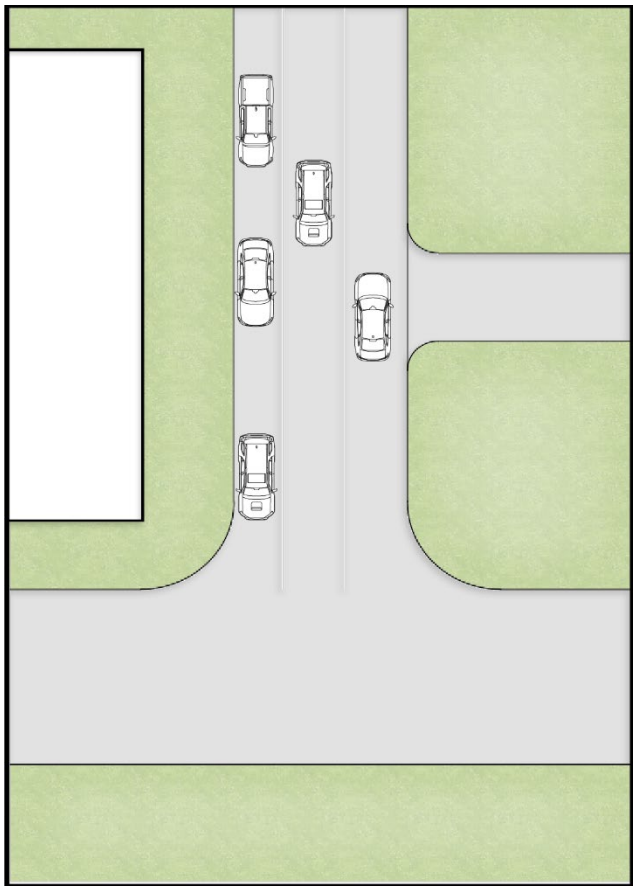
The following are put forward as conceptual plans for specific areas of Mid-Town. Stakeholders identified these areas as having great potential to create multi-use community spaces.

Tahoe Sierra Business District: Bike Boulevard

Much of the Tahoe Sierra Business District does not have dedicated bike lanes but rather has shared facilities between bikes and cars. Space is a limiting factor for constructing bicycle and pedestrian improvements. Considering these limitations, the following diagrams were created to explore how to prioritize bike travel, as well as to deter drivers from using local streets as shortcuts. The diagrams below use existing conditions along Palmira Avenue. Final plans will be based on further input from the community and adjacent business owners. Further research should also include road capacity and speed analysis.

Existing Conditions

Today, Palmira Avenue is a two-way road with no pedestrian infrastructure. Although not striped, vehicles are frequently parked along the road behind existing commercial uses. The street was identified by the community as an opportunity location for enhanced bike infrastructure due to its location along a commercial corridor and potential for further integration into the existing bike and pedestrian network.



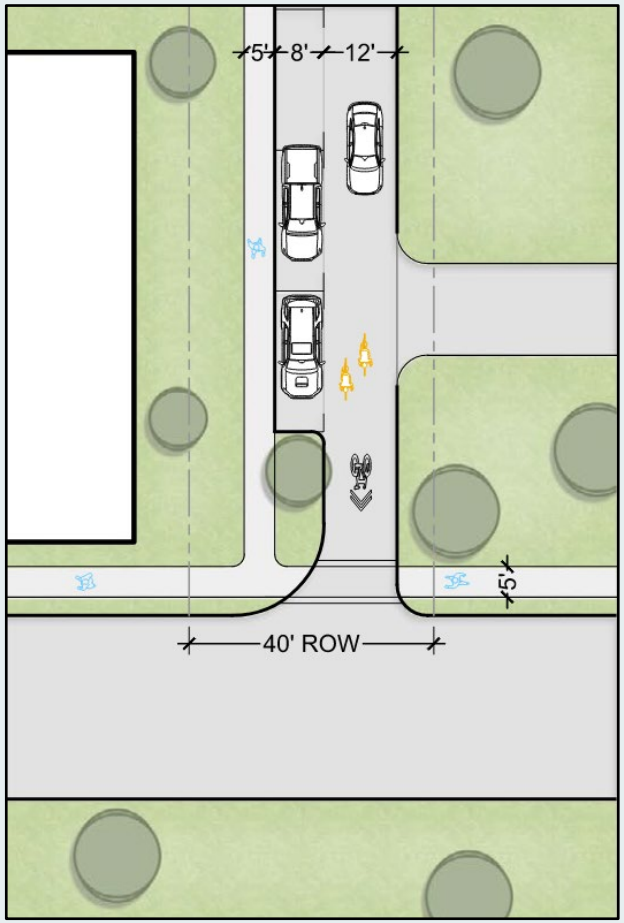
The existing roadway is approximately 24 feet in width within a 40-foot right-of-way. This area is not adequate to accommodate two drive lanes, formalized parking, and pedestrian infrastructure, so various layouts are explored.

Design Concepts

The following concepts illustrate alternate ways to accommodate multiple modes of transportation. In addition to the diagrams shown, feasibility of a Class I bike path alongside vehicle travel ways should be explored to advance safety and connectivity of bicycle traffic. Final designs would incorporate striping, signage, and other design strategies as appropriate.

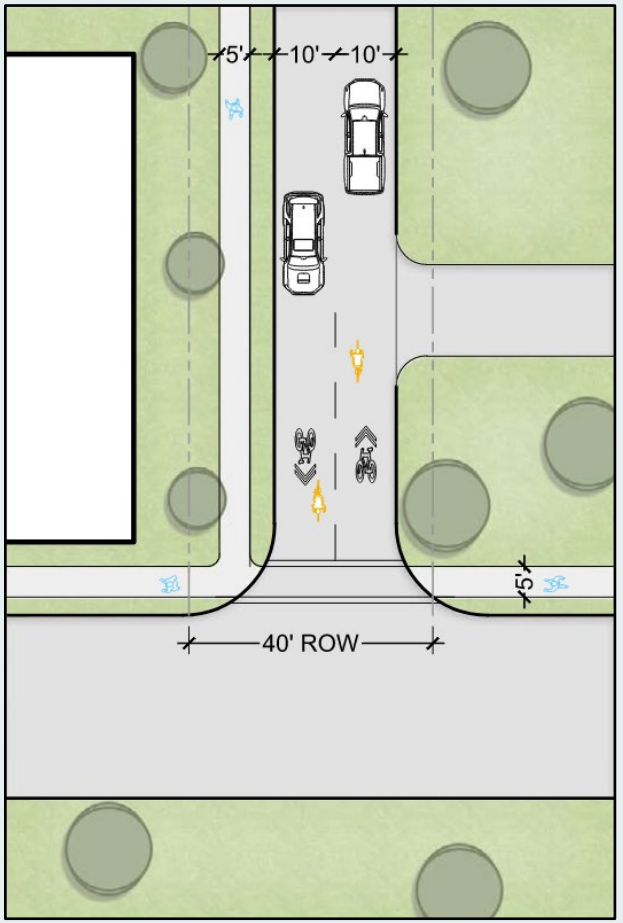
CONCEPT A

Concept A visualizes Palmira Ave. as a one-way road, formalizing street parking and pedestrian infrastructure. A southwest direction of travel is shown to prevent eastbound travelers on US 50 from using the bike boulevard as a pass-through.



CONCEPT B

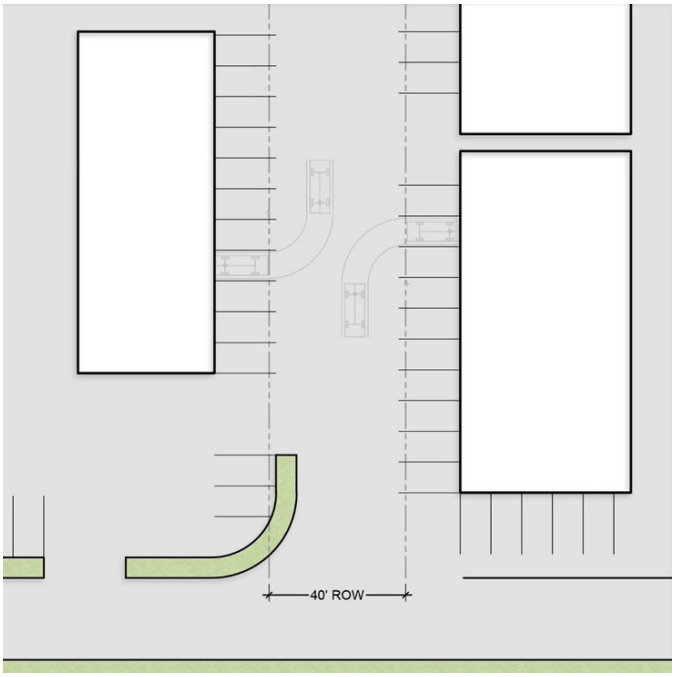
Concept B retains two-way traffic and provides pedestrian infrastructure. This concept lacks on-street parking to accommodate two-way traffic.



Harrison/Sandy District: Streetscape Improvements

Existing Conditions

The Sandy Way area of this district suffers from a lack of pedestrian infrastructure and stormwater infrastructure. Most parking spaces require vehicles to back into roadways at sharp angles, creating unsafe conditions for all users. The topics below discuss approaches to address these concerns as well as update and install stormwater infrastructure, facilitate pedestrian circulation, and enhance the area with native landscaping. Such improvements have the potential to improve economic viability of businesses by creating pedestrian-focused streetscapes and public spaces which draw potential customers to the area.



On-Street Parking

A plan such as that applied to Harrison Avenue through the Harrison Avenue Streetscape Improvement and Bike Trail project would address many of the community's concerns for the Sandy Way region of this district. Some of these methods have been conceptually applied to Sandy Way through the diagrams below. Final plans may vary based on parking demand analyses, stormwater system planning, further community outreach, cost evaluation, and results of outreach to property owners.

Off-Street Parking

The City should enhance off-street public parking, specifically around Lakeview Commons where unfinished shoulders and dirt are used for parking. Should the 56 Acres Master Plan be amended, consider how public shared parking, time limits, and parking technology in this district could maximize the use of public parking.

Parking Management

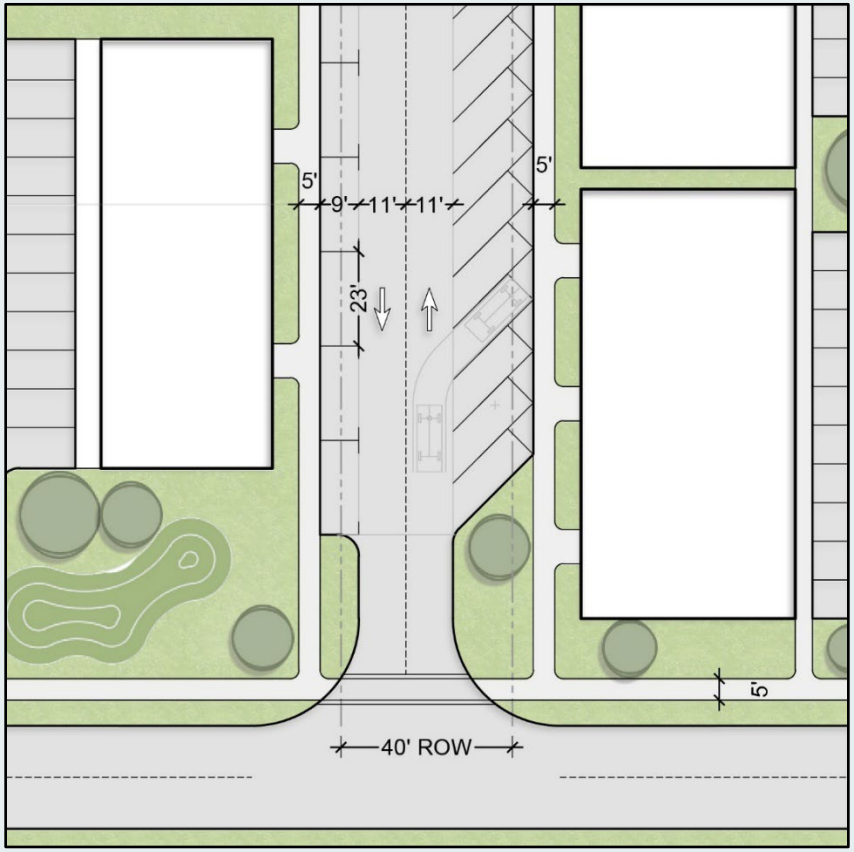
Parking spaces near commercial uses may be limited to periods of time (30-minute, 1-hour, 2-hour parking, etc.) or marked as reserved for specific businesses to prevent long-term beachgoers from using these spaces, which are often critical to the success of local businesses. Fees may be explored for street parking to ensure ongoing improvements and maintenance of the shared facilities.

To further discourage long-term parking at commercial establishments, signage may be used to indicate the intended use of certain parking areas. Signage reading “Beach Parking,” “Business Customer Parking Only,” or “Employee Parking” may reduce confusion and improve parking availability for the diverse groups of people who visit the area.

Design Concepts

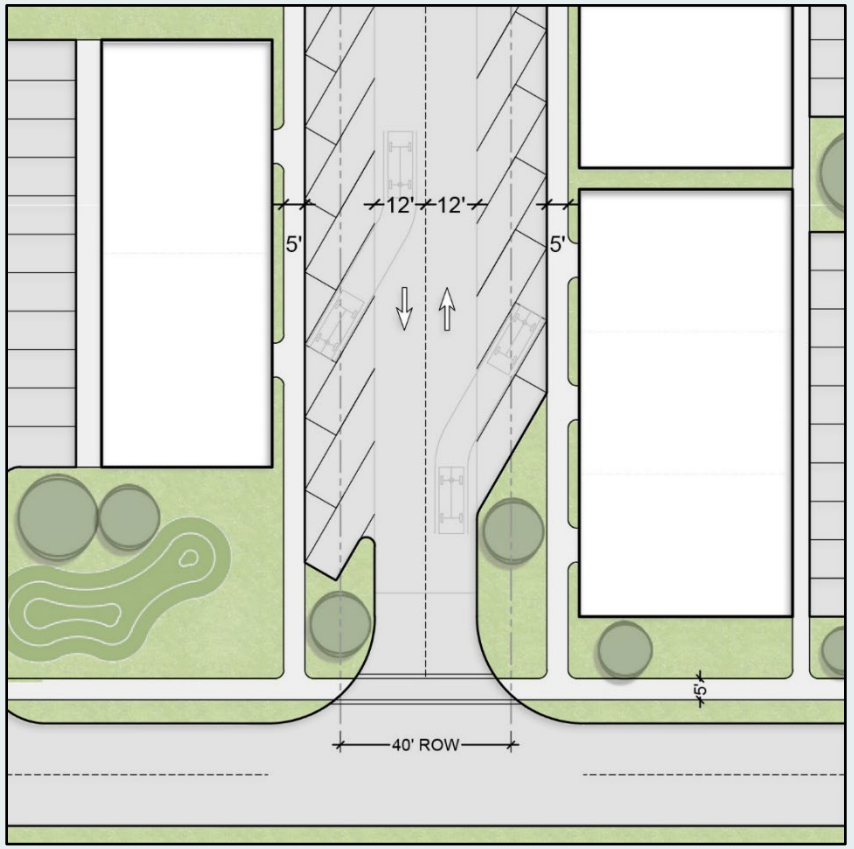
CONCEPT A

Concept A for Sandy Way maintains a two-way flow of traffic but realigns the parking spaces to increase visibility for drivers backing into the street. Sidewalks on both sides of the street are



CONCEPT B

Concept B presents a similar two-way flow of traffic with angled parking on one side of the street and parallel parking on the other.



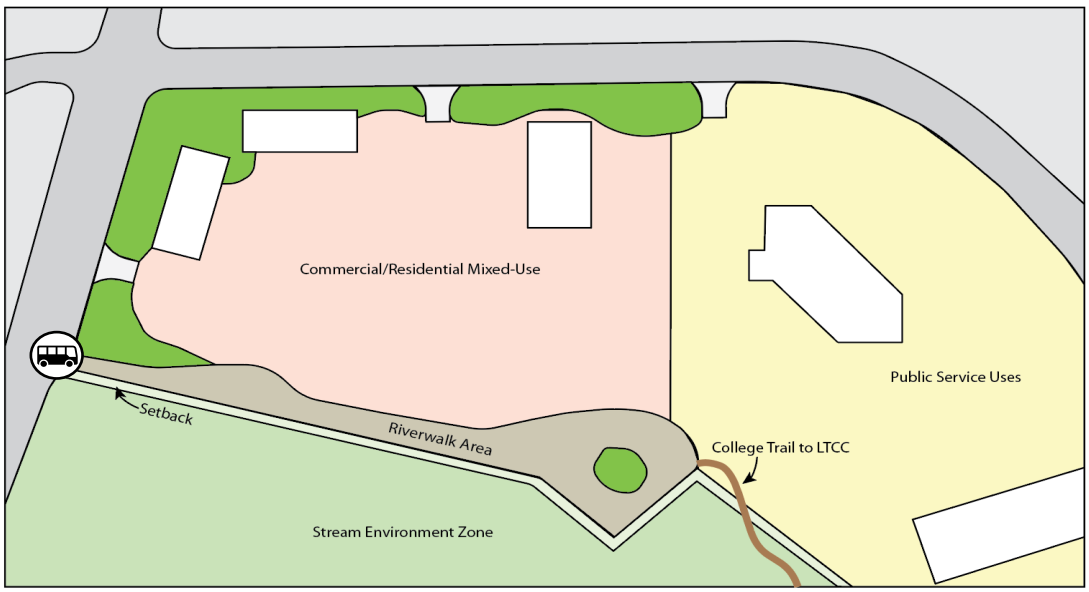
Al Tahoe Center: Community Riverwalk





Parcels within this district have the unique opportunity to complement community spaces with Trout Creek and the surrounding natural area. While the stream environment zone shall not be encroached upon, commercial uses may take advantage by providing scenic views of Trout Creek from open-air pedestrian walking and seating areas. Applying a riverwalk concept along the southern side of these parcels has the potential to create a natural draw to the area.

Pedestrian oriented improvements are especially important at this major intersection. The Al Tahoe Center has the potential to connect and draw activity from the lively Harrison Avenue area to the Tahoe Sierra Business District. Al Tahoe Boulevard is also a major funnel towards Bijou Community Park and Lake Tahoe Community College. The riverwalk itself could serve as a connection from Lake Tahoe Boulevard to Al Tahoe Boulevard and to College Trail leading to Lake Tahoe Community College, providing individuals with relief from Lake Tahoe Boulevard and increasing the likelihood of interaction with adjacent businesses. There is an existing bus stop at the western end of the district to further facilitate this connection.



Bijou Recreation District: Site Design and Vision

Programming

The concepts in this section serve as examples of how Bijou Community Park and Golf Course may be optimized to meet changing community needs. They identify uses that exist and should be maintained and enhanced, as well as new and alternative uses. The Area Plan does not identify a preferred concept, rather poses these diagrams for consideration in future park planning efforts. They identify community wants, such as expanded uses, as well as operational needs, such as a Parks and Recreation Department maintenance facility. Further outreach should be done to understand user demand to determine appropriate footprints for program elements, as well as how to best develop the spaces for specific user group needs. Staff will work to identify future funding opportunities.





Community Gathering and Events

Throughout all discussions regarding Bijou Park, an emphasis was made on flexible gathering places, be these for public events; rental space for families, teams, or other private events; or unofficial meetups. The existing rental spaces are highly utilized. Additional opportunities should be sought for community members to reserve pavilions or similar group gatherings. Where larger gatherings are expected, reinforced turf should be used to prevent damaging plant life or soil.

Bijou Park currently hosts free movie nights but lacks an official gathering/demonstration area. Interest in an appropriately scaled amphitheater for community events and demonstrations should be explored. The amphitheater may also be designed to function as a public sled hill in the winter months.

Golf Course

It has long been a goal to relocate Bijou Golf Course operations to a City-owned property. This would provide the opportunity to establish a new facility that hosts a variety of events and addresses maintenance needs, while removing coverage from SEZ. Concept B explores a scenario in which additional land has been acquired for recreation uses. This would allow for expansion of existing uses; new uses; shared parking; and a new clubhouse that is more integrated with Bijou Park.

Another option is presented in Concept C, which locates golf operations at 1200 Johnson Blvd. near Marlette Circle, a parcel already owned by the City. This alternative is a more feasible, short-term option, though the golf course remains isolated from Bijou Park. The relocation of golf course operations would require reconfiguration of the course. It will be a focus of the Bijou Park Implementation Plan and related outreach efforts to identify a preferred and feasible future for Bijou Golf Course. Reconfiguration of the course may provide opportunities to remove portions of tees, greens, and fairways from the Stream Environment Zone. Thoughtful reconfiguration may create space for accessory golf uses, such as putting greens or a warmup hitting bay.

Concessions

As detailed in *Recreation Policy 2.9: Concessions,* recommission and upgrade the existing (non-operational) concession stand to accommodate desired uses during peak season. The concession stand may sell traditional items such as snacks and drinks but may also provide rental equipment such as helmets. This is intended to be a service only; employees of the concession stand should not be responsible for the enforcement of the park's rules. Relocation of golf course operations may provide an opportunity for consolidation of a golf pro shop and Bijou Park concessions.

Additional services discussed by community groups included:

- Rental/loaner helmets to skate and bike park users
- Disc golf pro shop
- Items for tidying facilities (brooms, rakes, leaf blower, etc.)
- Tools for equipment quick fixes
- Prepackaged drinks and snacks
- Simple first aid supplies (bandages, ice packs, etc.)
- Water bottle refill station

New and Year-round Uses

With the rapid popularization of pickleball, there was community interest in public pickleball courts. With enough public interest, consider opportunities to develop a pickleball tournament facility, drawing tourists to South Lake Tahoe and creating an additional source of revenue for park maintenance or future improvements. Uses such as this that require hard coverage should be made adaptable to facilitate other sports such as basketball and tennis.

Explore the viability of creating a community garden that teaches about high altitude gardening, water-wise planting, and plant species culturally and environmentally significant to the Washoe Tribe and Tahoe Basin. Collaborate with Lake Tahoe Community College to identify opportunities for students of relevant programs to manage and maintain the community garden, with potential to be integrated as part of coursework. To reduce spatial demand and contribute to water quality improvements, consider opportunities for these features to serve as soil stabilization and water infiltration systems.

Many stakeholders shared a desire for low barrier recreation opportunities in the winter months. Items discussed included a warming hut to support winter recreation in the park and adjacent meadow, such as sledding, snow bikes, and cross-country skiing. A new golf clubhouse could be

designed to accommodate this, as well as host a variety of private and public events. Should there be a need or desire, an indoor driving range simulator would allow golfers to practice when the course is not playable.

As the park evolves, consider opportunities to reconfigure existing disc golf holes, especially those near roadways which may pose a hazard to players or public safety. Collaborate with the South Tahoe Disc Golf Association to identify new course alignments which would provide the same or better experience. Consider amenities which will continue to improve user experience and draw new players to the course. Such amenities may include a gathering plaza, restrooms, updated signage, or seating areas.

Use and Maintenance

All materials should be long-lasting, suited to the local climate, and require minimal maintenance. These items are especially applicable to the bike and skate parks. Maintenance for all City recreation facilities can be enhanced by the identification of an area for park offices and maintenance. Bijou Community Park is a central location that would allow staff efficient access to major service locations.

During seasons with limited daylight hours, getting to the park after school or work but before twilight is often challenging. Ample lighting in key locations should be provided to extend use of the park into the evening hours.



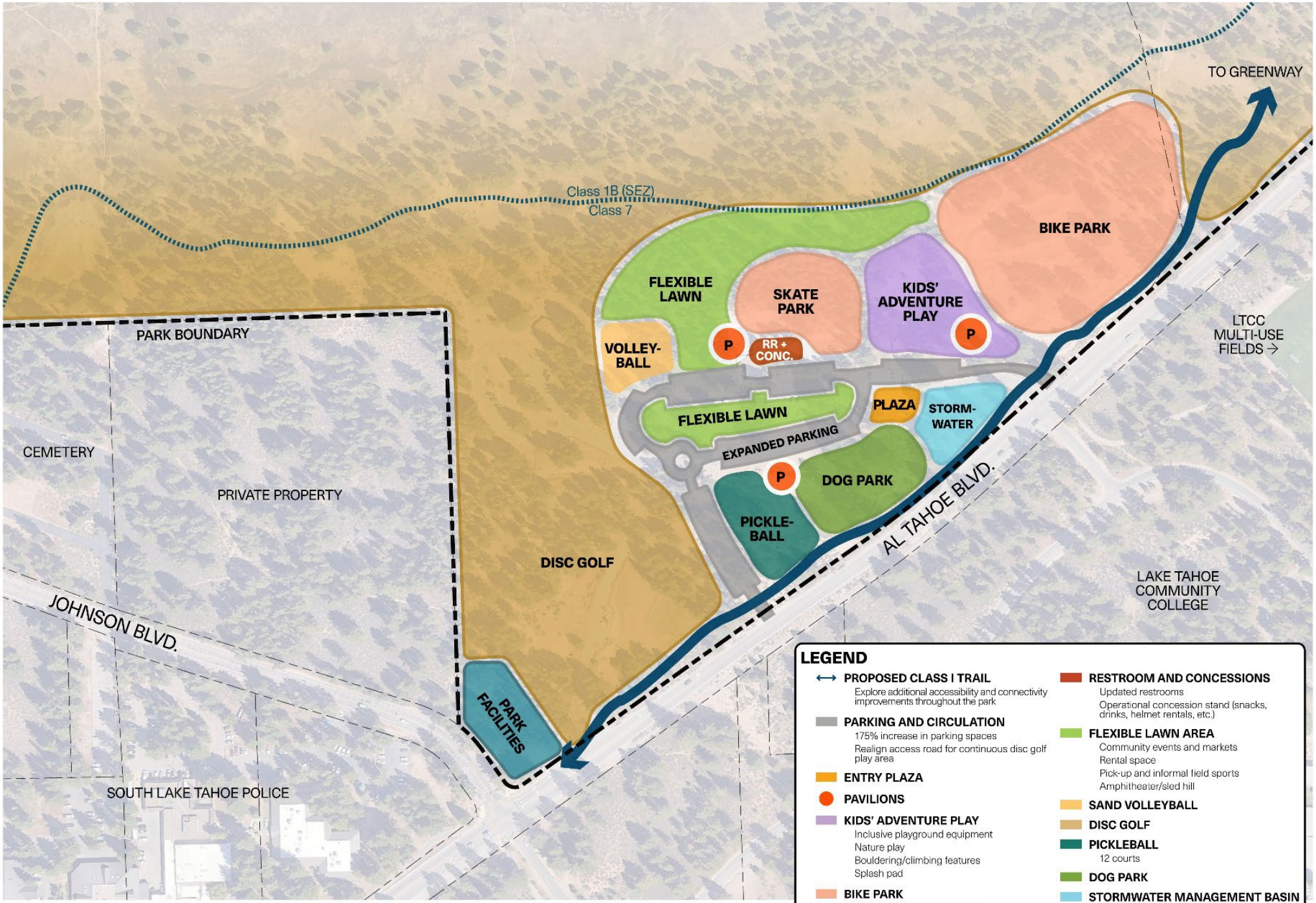


Connectivity

The diagrams' legends note the need for additional accessibility and connectivity improvements throughout the park. Sense of place can be made stronger through a central entry plaza which welcomes visitors and orients them with maps and other informational signage. Multiple uses should be accessible without relying on parking areas for paved connections. Not only would paths serve to connect uses, but a meandering path is also an opportunity to incorporate running as a new activity or guide one through artistic and educational displays.

It is important for the park to be better integrated with the surrounding area. Design of future amenities should anticipate bus service to the park, providing pleasant waiting areas with amenities such as restrooms, water bottle refill stations, and shade structures. Crossings between Lake Tahoe Community College and Bijou Park should be strengthened, as these

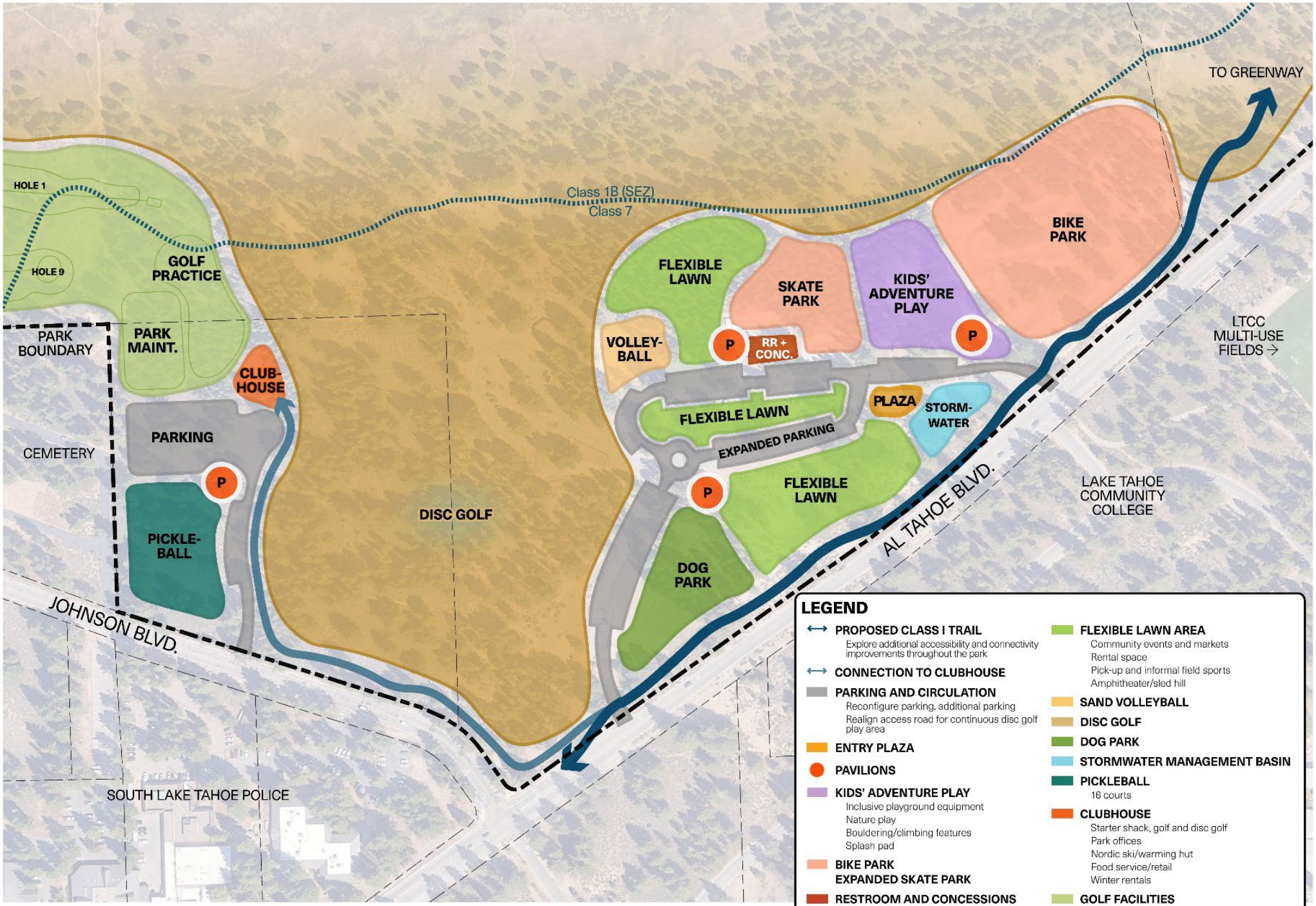
parcels often serve one another during special events. Efforts in this area are moving forward with the recently constructed Bijou Park Multi-use Connector Path, which includes a pedestrian activated beacon crossing at the entrance of Bijou Community Park and College Drive.



Concept A | BIJOU COMMUNITY PARK

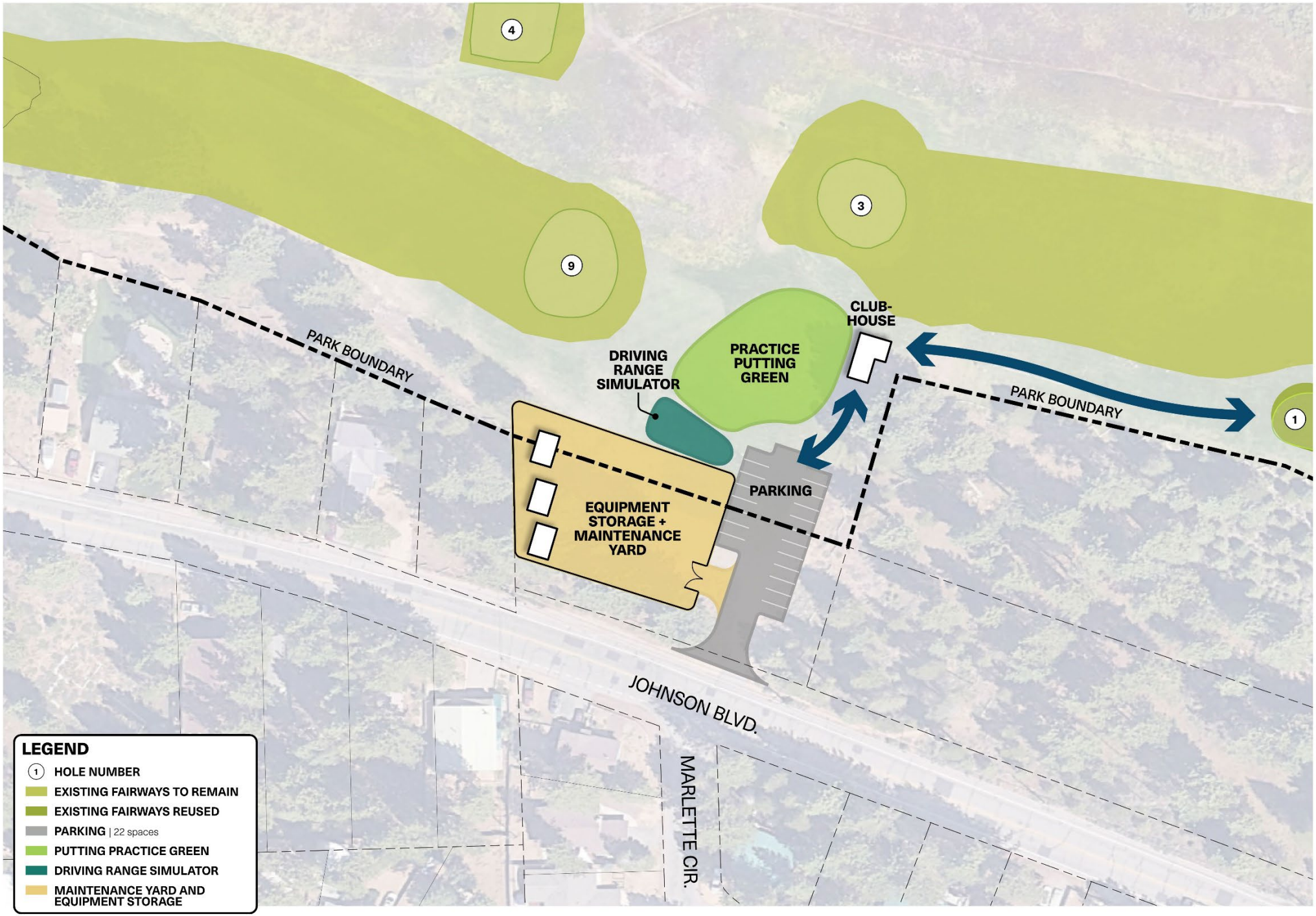
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DESIGNWORKSHOP
November 2024



Concept B | BIJOU COMMUNITY PARK

DESIGNWORKSHOP
November 2024



Concept C | BIJOU GOLF COURSE

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Appendix A: Development and Design Standards

Applicability

The following sections identify permissible uses and densities; site and building design standards; and site improvements that all new construction and major redevelopment projects must meet. Smaller projects such as façade improvements must only meet the standards applicable based on the project scope. It shall be up to staff discretion to determine if a project is new construction, major redevelopment, or a more limited scope.

City-only design or operational standards may be waived by the Director of Development Services where strict application would interfere with the use of specialized equipment, unique operations, or create an unsafe environment.

Apart from setback, height, and color, features that are not defined as structures by the California Department of the State Architect are exempt from City-only design standards.

Many standards are based on a parcel's designation within or outside of the Town Center. To see where a parcel is located, reference Figure 18 on the following page.

No City interpretation, waiver, variance, exception, ministerial process, or discretionary approval may waive or reduce any TRPA Code requirement, TRPA-retained review requirement, or requirement necessary for TRPA Regional Plan conformance.

Standards are required to be met.

Exceptions are provided when strict application of the standard would render a project infeasible or to achieve a desired element for unique projects or project areas. Exceptions may be granted at the reviewer's discretion, and in some cases require approval by the Director of Public Works. Exceptions that call out a specific district shall be treated as standards in that projects are required to comply. Exceptions to TRPA standards are not allowed.

Guidelines are provided to clarify the intention of standards and give developers further guidance. Guidelines should be followed to increase the likelihood of project approval.

Variances of requirements other than those of TRPA standards may be allowed per South Lake Tahoe City Code (SLTCC) Chapter 6.55, Article VII.

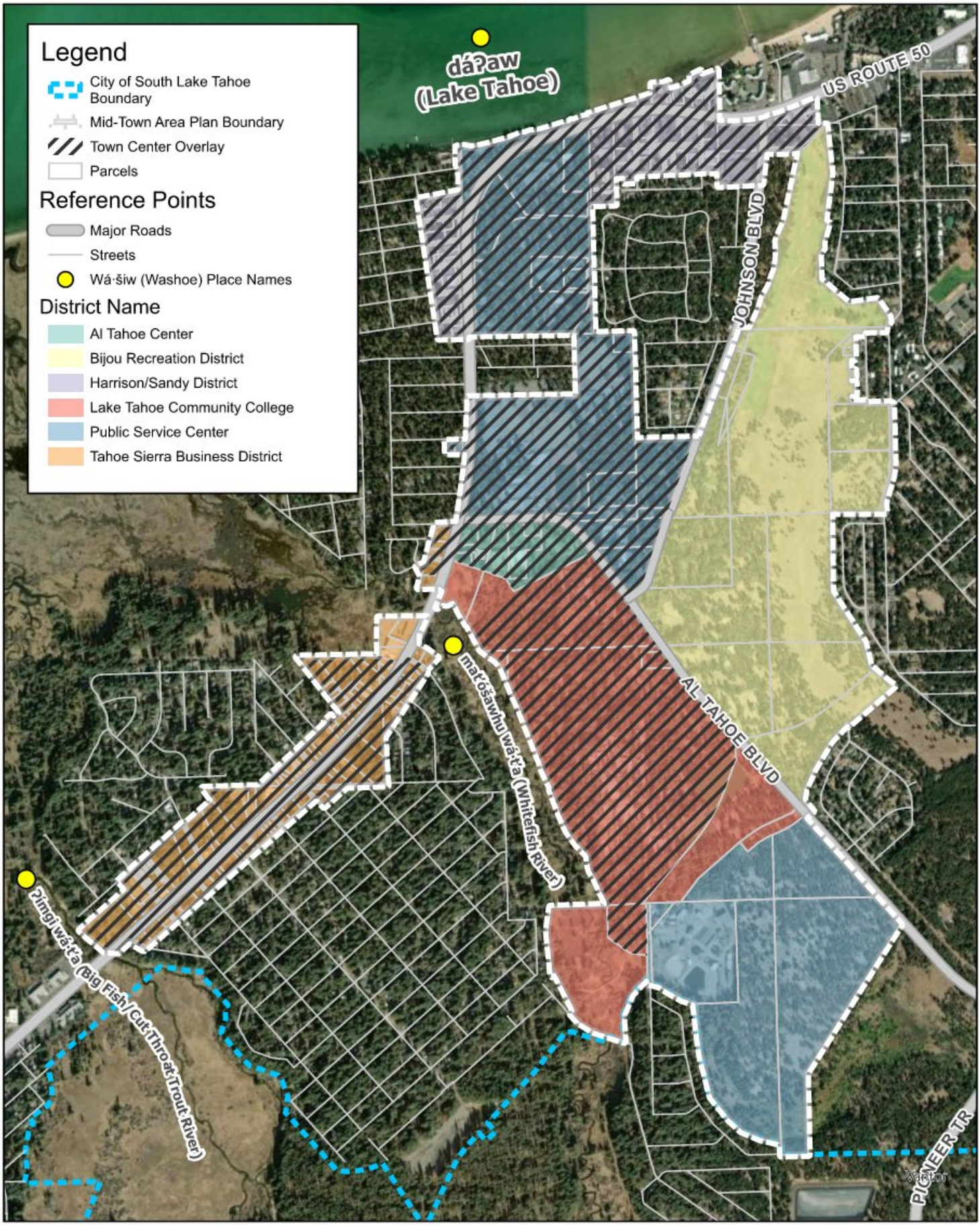


Figure 18: Mid-Town Districts with Town Center Overlay

City of South Lake Tahoe Mid-Town Area Plan

0 550 1,100 2,200 Feet

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Figure 18: Mid-Town Districts with Town Center Overlay

Permissible Uses

Use regulations are established by letter designations as listed below. The designations apply strictly to the permissibility of land uses. While a use may be allowed, applications for buildings or structures may require a discretionary design review. Uses not listed are prohibited within the plan area. Definitions for all uses are included in Appendix B. Where numbers are present, refer to the footnotes at the bottom of the table.

"A" designates an allowed use subject to zoning compliance. Allowed uses may be established as the primary, secondary, or accessory use of a building.

"S" designates uses that are permitted subject to approval of a Special Use Permit per SLTCC 6.55.620 and TRPA Code of Ordinances Section 21.2.2. Special use permits are discretionary.

"TRPA" indicates uses that require direct TRPA review and permitting. Additional projects may require TRPA review per the Memorandum of Understanding between the City and TRPA.

Table 10: Permissible Uses

	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Residential						
Manufactured/Mobile home dwelling	S4	-	-	-	-	-
Multiple family dwelling	A	A	A	A	A	S
Multi-person dwelling	A	A	A	A	A	S
Nursing and personal care	A	A	A	A	-	S
Residential care	A	A	A	A	-	S
Single family dwelling	A1	A1	A1	-	-	S
Tourist Accommodation						
Bed and breakfast facilities	S	A7	-	-	-	-
Hotel, motels, and other transient dwelling units	A5	A7	-	-	-	-
Timeshare	S	S7	-	-	-	-
Commercial: Retail						
Building materials and hardware	S	-	-	-	-	-

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Auto, mobile home and vehicle dealers	S	-	-	-	-	-
Eating and drinking places	A	A	A	A	-	-
General retail	A	A	A	A	S	-
Mail order and vending	A5	-	-	-	-	-
Nursery	A2	A2	A2	-	-	-
Outdoor retail sales	S	S	S	-	S	-
Service stations	S4,5	S4	-	-	-	-
Commercial: Entertainment						
Amusement, recreation, & entertainment facilities	A3,5	A3	A3	A	-	-
Special event area	S	S	S	S	S	S
Outdoor amusements	S	S	-	A	S	-
Commercial: Services						
Animal Services	A	A	A	-	-	-
Auto Repair and Service	S4,5	-	-	-	-	-
Broadcasting studios	A	A	A	-	A	-
Business support services	A4	A4	A4	A4	-	-
Contract construction services	S	-	-	-	-	-
Health care services	A	A	A	-	-	-
Laundries and dry-cleaning plants	S4	-	-	-	-	-
Professional offices	A	A	A	A	A	-
Repair services	A4	A4	A4	-	-	-
Schools - business and vocational	A	A	A	A	A	-
Secondary storage	S	S	S	A	A	S
Commercial: Light Industrial						
Small commercial kitchen	A	A	A	-	-	-
Printing and publishing	A	A	A	-	-	-
Small-scale manufacturing	A	A	A	A	A	-

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Commercial: Wholesale/Storage						
Storage yards	-	-	-	S4	-	-
Vehicle storage and parking	S4	S4	S4	S4	S	S4
Warehousing	S	-	-	-	-	
Public Service: General						
Cemetery	-	-	-	S	-	A
Cultural facilities	A	A	A	A	A	S
Day care centers/preschools	A	A	A	A	A	-
Government offices	A	A	A	A	A	-
Local public assembly facilities	A	A	A	A	A	S
Local post office	A	S	A	A	A	-
Local public health and safety facilities	A4	S4	S4	A4	A4	S4
Regional public health and safety facilities	-	S4	-	A4	S4	-
Membership organization	A	A	A	A	A	S
Public utility centers	S4	-	-	A4	S4	-
Power generating	-	-	-	S4	S4	-
Schools - kindergarten through secondary	S4	-	S4	A4	A4	-
Schools - college	-	-	-	A4	A4	-
Social service organizations	A	A	A	A	A	-
Threshold-related research facilities	S	S	-	A	A	-
Public Service: Linear Facilities						
Pipelines and power transmission	S	S	S	S	S	S
Transit stations and terminals	S4	S4	S4	S4	S4	S4

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Transportation routes	S	S	S	S	S	S
Transmission and receiving facilities	S	S	S	S	S	S
Recreation						
Beach recreation	-	A4	-	A4	-	-
Boat launching	-	A4,6	-	A4,6	-	-
Cross country ski course	-	-	-	A	A	S
Day use areas	A	A	A	A	A	A
Golf courses	-	-	-	-	-	A2,4
Marinas	-	S, TRPA 4, 9	-	-	-	-
Participant sports facilities	S2	-	S2	A2	A2	A2
Outdoor recreation concessions	S	A	S	S	A	A
Water oriented outdoor recreation concessions	-	A4	-	A4	-	-
Riding and hiking trails	S	-	S	-	A	S
Developed campgrounds	-	-	-	A4	-	-
Group facilities	-	-	-	S	A	-
Recreation centers	-	-	-	A	A	S
Visitor information centers	A	A	A	A	A	-
Resource and Wildlife Management						
Reforestation	A	A	A	A	A	A
Sanitation salvage cut	A	A	A	A	A	A
Selection cut	-	A	A	A	A	A
Special cut	-	A	A	A	A	S
Thinning	A	A	A	A	A	A
Timber stand improvement	A	A	A	A	A	S
Tree farms	A	-	-	-	-	-
Early successional vegetation management	A	A	A	A	A	A

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
Nonstructural fish habitat management	A	-	-	-	-	A
Nonstructural wildlife habitat management	A	-	-	-	-	A
Structural fish habitat management	A	-	-	-	-	S
Structural wildlife habitat management	A	-	-	-	-	S
Fire detection and suppression	A	A	A	A	A	A
Fuels treatment	A	-	-	A	-	S
Insect and disease suppression	A	S	S	S	S	S
Sensitive plant management	A	A	A	A	A	A
Uncommon plant community management	A	A	A	A	A	A
Erosion control	A	A	A	A	A	A
Runoff control	A4	A4	A4	A4	A4	A4
Stream environment zone restoration	A	A	A	A	A	A
Open space	A	A	A	A	A	A

Footnotes

1. Condominiums only – see multiple family dwelling density. Existing single-family dwellings, not a part of a condominium development at the time of adoption, may be redeveloped as single family dwellings subject to SLTCC 6.85.030.
2. See TRPA Code of Ordinances 60.1.8 Fertilizer Management.
3. Facilities with maximum capacity of over 80 people require Special Use Permit.
4. Land use category is identified in TRPA Code Section 60.3 as a "possible contaminating activity," triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone. See Figure 16 and TRAP Code of Ordinances 60.3.3.D.
5. Prohibited on APN 026-221-022. Contact City staff for assistance in identifying parcel.
6. Launching of boats for commercial purposes is prohibited outside of marinas.
7. New tourist accommodations are prohibited north of Lake Tahoe Boulevard.

Table 10: Permissible Uses						
	Tahoe Sierra Business (TSB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC) (8)	Lake Tahoe Community College (LTCC)	Bijou Recreation District (BRD)
8. Uses within the 56-Acres Master Plan site shall be consistent with existing project area agreements. 9. TRPA does not allow new marinas.						

Density

Existing Density

Standard: No Net Loss of Residential Units When a parcel containing multiple residential units is redeveloped to a lower density or to non-residential use, the units not rebuilt on site shall be redeveloped elsewhere in the plan area and shall be equivalent in size and number of bedrooms as those being replaced. A deed restriction shall be placed on any resulting single-family dwelling, including condominiums, prohibiting use as a vacation home rental as defined in City Code Section 3.50.370.

Proposed Density

Within Town Center Overlay

Reference Figure 18 for Mid-Town Area Plan Districts with Town Center Overlay.

The numbers below represent the range of densities allowed within the specific district, measured in units per acre. Exceptions to the minimum and maximum densities are detailed at the end of the table (Notes applicable to all districts).

	Tahoe Sierra Business (STB)	Harrison/ Sandy (H/S)	Al Tahoe Center (ATC)	Public Service Center (PSC)	Lake Tahoe Community College (LTCC)
Manufactured/Mobile home dwelling (units/acre)	1-8	-	-	-	-
Multiple family dwelling (units/acre) **(1)**	6-65	6-65	8-65	2-65	2-65
Multi-person dwelling (persons/acre)	2-62	2-62	2-62	2-62	2-62

Nursing and personal care (persons/acre)	2-62	2-62	2-62	2-62	-
Residential care (persons/acre)	2-62	2-62	2-62	2-62	-
Single family dwelling (units/acre)	See the multiple family dwelling density for condominiums.			-	-
Bed and breakfast facilities (units/acre)	2-10	2-10	-	-	-
Hotel, motels, and other transient dwelling units (units/acre)	2-40	2-40	-	-	-
Timeshare (units/acre)	2-40	2-15	-	-	-
Developed campgrounds (sites/acre)	-	-	-	15	-
Group facilities (persons/acre)	-	-	-	50	50

Notes applicable to all districts.

1. This table represents densities adopted by the City of South Lake Tahoe, which only apply to the extent they are lower than the maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1. Maximum densities as set by TRPA Code of Ordinances Table 13.5.3-1 supersede those listed here. The maximum density per TRPA Code of Ordinances Table 13.5.3-1 shall be applied, including subsequent amendments to increase density.
2. Residential and mixed-use projects as described in TRPA Code of Ordinance 36.13, where residential units are 100 percent deed restricted to tenants or owners meeting TRPA definitions for affordable, moderate, or achievable are exempt from density standards per TRPA Code of Ordinances 13.5.3.I.B.
3. Developments may be exempt from the minimum multifamily density in the following cases.
    A. Where there is an existing multifamily development additional units may be added without bringing the parcel into compliance with the minimum density.
    B. Where the development is mixed-use and
        I. Housing is restricted to employees of the nonresidential use;
        II. The primary use is public service;
        III. Vertical mixed-use, the first floor shall be dedicated to non-residential uses.
        IV. Horizontal or detached mixed-use, at least 25 percent of the gross floor area shall be dedicated to non-residential uses.

4. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units (including compact mixed-use units) shall not be considered in the calculation of density.
5. The unique density for each use as part of a mixed-use project shall apply, notwithstanding TRPA Code of Ordinances 31.5.

Outside of Town Center Overlay

Reference Figure 18 for Mid-Town Area Plan districts map with the Town Center Overlay.

The maximum density for parcels not within the Town Center overlay shall be as stated in TRPA Code of Ordinances Table 31.3.2-1, Maximum Densities, and as subsequently amended for all districts except for the Bijou Recreation District for which densities are stated in the table below.

1. Certain residential and mixed-use projects are exempt from density standards per TRPA Code of Ordinances 31.4.1.A.
2. In accordance with TRPA Code of Ordinances Section 31.4.7, accessory dwelling units (including compact mixed-use units) shall not be considered in the calculation of density.

Bijou Recreation District	
Single family dwelling (units/parcel)	1 primary unit, plus ADUs per SLTCC 6.85.050 See multiple family dwellings for condominium densities.
Multiple family dwelling (units/acre)	2-4
Multi-person dwellings (persons/acre)	2-10
Nursing and personal care (persons/acre)	2-10
Residential care (persons/acre)	2-10

Bijou Recreation District Notes

1. Density in this area is limited due to the current capacity of the wastewater infrastructure. Upon replacement of this system, the standards in TRPA Code of Ordinances Table 31.3.2-1 shall apply. This does not apply to 1355 Johnson Blvd (APN 025-010-050) and 1261 Johnson Blvd (APN 025-010-056) which maintain the density as allowed under the Bijou/Al Tahoe Community Plan (15 units per acre).

Land Coverage and Development Rights

Land coverage and development rights are cornerstones of the Tahoe Regional Planning Agency's (TRPA) mission to preserve and restore Lake Tahoe's clarity. They are intended to guide responsible development of the Tahoe Basin.

Land Coverage

Generally, land coverage consists of the footprint, measured in square feet, of manmade improvements on a site. This includes but is not limited to foundations of primary structures, foundations of accessory structures, roads, streets, sidewalks, driveways, and parking lots.

Reference Figure 18 for Mid-Town Area Plan districts with the Town Center Overlay.

Standard Land coverage shall be regulated by TRPA Code Chapter 30, as summarized below. Where differences arise between this document and TRPA Code Chapter 30, the TRPA Code prevails.

1. *Within Town Centers*, the maximum land coverage shall be:
    A. 70 percent of the project area that is further than 300 feet from the high-water line of Lake Tahoe and Land Capability Districts 4 through 7. Refer to table below for all other land capabilities.
    B. 50 percent of the project area that is within 300 feet of the high-water line of Lake Tahoe and Land Capability Districts 4 through 7. Refer to table below for all other land capabilities.
    C. Land coverage above 70 percent may be allowed for multi-family developments or mixed-use developments with a residential component as described in TRPA Code of Ordinances 36.13 that are in Land Capability Districts 4 through 7, subject to the standards as described in TRPA Code of Ordinances 30.4.2.B.6.
2. *Outside Town Centers,* the maximum land coverage shall be the base allowed per Land Capability District or as identified by the Individual Parcel Evaluation System (IPES) on a parcel's land capability verification.
    A.

Land Capability District	Base Allowed Land Coverage
1a, 1b, 1c	1%
2	1%
3	5%
4	20%
5	25%
6, 7	30%

    B. Land coverage not to exceed 70 percent of the project area that is located within Land Capability Districts 4 through 7 shall be allowed for multi-residential developments, mixed-use developments with a residential component as described in TRPA Code of Ordinances 36.13 subject to the standards as described in TRPA Code of Ordinances 30.4.2.B.5.

C. Eligible parcels previously within the Bijou/Al Tahoe Community Plan shall be allowed coverage per TRPA Code of Ordinances 30.4.2.B.2.

3. *Alternative Comprehensive Coverage Management System* In coordination with the City and TRPA, coverage management systems may be developed as alternatives to the parcel-level coverage requirements outlined TRPA Code 30.4.1 and 30.4.2, provided that the alternative system complies with the provisions in TRPA Code 13.5.3.B.1 and is adopted as part of an area plan. A request for an alternative coverage system shall be submitted as an area plan amendment and reviewed as such.
    A. The following alternative comprehensive coverage management system shall apply to public service uses on parcels or project areas greater than one-third acre and shall supersede TRPA Code 30.4.1.C.3.c.
        I. All base allowable land coverage attributed to Land Capability Districts 1 through 3 may be placed within any Land Capability District 4 through 7. All base allowable land coverage attributed to Land Capability District 4 and 5 may be placed within any higher land capability district. Base allowable land coverage attributed to Land Capability Districts 6 and 7 may be used interchangeably.
        II. To opt into this coverage system, a one-time coverage retirement is required. Applicants may choose one of the following amounts to retire.
            a. 750 square feet of Class 1b land coverage
            b. 1000 square feet of sensitive land coverage other than 1b
            c. 1250 square feet of high capability land coverage (Class 4-7)
        III. The use of base allowed coverage within different land capability districts shall not affect the amount of coverage allowed to be transferred per the Town Center overlay. For example, areas within the Town Center overlay may transfer in offsite coverage up to 70 percent per TRPA Code 30.4.3 and use base allowable coverage from elsewhere within the parcel/project area, resulting in over 70 percent coverage for the Town Center portion of the project area.
4. *Land coverage exemptions and exceptions* for specific project elements are described in TRPA Code 30.4.6

Transfers of Land Coverage

Standard Land coverage may be transferred pursuant to TRPA Code of Ordinances 30.4.2 and shall follow procedures as detailed in TRPA Code of Ordinances 30.4.3.

Development Rights

Development rights include commercial floor area (CFA), tourist accommodation units (TAU), and residential units of use (RUU). RUUs are formed by combining a potential residential unit of use (PRU) with a residential allocation. Bonus Units may also be obtained for specific residential developments.

Standard All proposed projects must obtain the appropriate type and number of development rights or Bonus Units.

Allocation of Development

Standard Refer to TRPA Code of Ordinances Chapter 50.

Bonus Units

Standard Refer to TRPA Code of Ordinances Chapter 52.

Banking, Conversion, and Transfers of Development

Standard Refer to TRPA Code of Ordinances Chapter 51.

Residential Uses and Design

The standards below shall be used for development and design of residential uses.

100 Percent Deed Restricted Units

The following standards are applicable to residential and mixed-use projects as described in TRPA Code of Ordinance 36.13, where residential units are 100 percent deed restricted to tenants or owners meeting TRPA definitions for affordable, moderate, or achievable housing. For items not specified below, see Design of Primary Residential Uses section.

Density

Standard Such projects are exempt from density standards per TRPA Code of Ordinances 13.5.3.I.B. and 31.4.1.A.

Parking

Standard Unless superseded by state law for lower parking requirements than those listed below, the following shall apply, per TRPA Code of Ordinances Section 34.4.

1. *In Town Centers,* no vehicle parking minimums shall apply to such projects. The applicant shall demonstrate that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.
    a. Residential uses that fall under this category may provide 1 parking space per unit or 0.5 space per bedroom based on usage for South Lake Tahoe affordable housing sites (LCS Transportation Consultants, LLC., 2025). Fewer spaces may be provided when demonstrated by further analysis.
2. *Outside of Town Centers,* parking minimums for such projects shall be no greater than 0.75 spaces per unit, on average. The applicant shall demonstrate that parking demand generated by the project, as determined by a parking analysis or information from similarly situated projects, will be accommodated.

Coverage

Standard See *Land Coverage* 1.C. and 2.B/TRPA Code of Ordinances 30.4.2.B.5 and 30.4.2.B.6.

Height

Standard

1. *In Town Centers only,* see TRPA Code of Ordinances 13.5.3.I.A.
2. *Outside of Town Centers,* see TRPA Code of Ordinances 37.5.5.

Design of Primary Residential Uses

Primary residential uses include all residential uses except accessory dwelling units and compact mixed-use units.

Single-Family, Duplex, and Triplex

Standard See SLTCC 6.85.030(A).

Four or More Units

Standard Multifamily developments with four or more dwelling units including mobile home parks, multi-person dwellings, nursing and personal care facilities, residential care facilities, and new multifamily developments to be converted to condominiums may choose one of the following approval processes:

1. *For ministerial review,* a project must meet all standards of SLTCC 6.85.030(B) and adhere to one of the design styles in SLTCC 6.85.040.
2. *For discretionary review,* the project must meet development and design standards of the Area Plan and applicable City Code sections.

Guideline Residential developments are encouraged to reduce car dependence by providing onsite amenities such as laundry, mail, bike/car share programs, etc.

Design of Accessory Residential Units

Accessory Dwelling Units

Standard Accessory dwelling units are allowed pursuant to SLTCC 6.85.050 and TRPA Code of Ordinances Subsection 21.3.2. In accordance with TRPA Code of Ordinances Subsection 31.4.7, accessory dwelling units shall not be considered in the calculation of density.

Site Design

Site design refers to the arrangement of physical elements on the site to maximize functionality, accessibility, aesthetics, and sustainability. Site design directly affects the way users and residents arrive to and interact with the space. The following standards are adopted by TRPA as substitutions to TRPA Code.

Building Setbacks

Standard

1. Buildings and accessory structures shall adhere to the following setbacks for each district.
2. Only street setbacks shall apply to fields, courts, play structures, and the like; however, care should be taken in designing recreation areas to not locate them without sufficient buffers for safety, noise, etc.
3. Setbacks for specific streets as described in the tables below shall apply regardless of the project's orientation.
4. Unless otherwise noted, setbacks along streets shall be measured from the back of curb, outer edge of road, or drainage improvements if there is no curb.
5. Interior setbacks may be eliminated where parcels have been joined by a perpetual deed restriction as one project area, in which case only perimeter setbacks apply.
6. Buildings, other structures, and land coverage shall be set back from stream environment zones in accordance with TRPA Code of Ordinances 53.9.3.
7. Exceptions below apply to all districts.

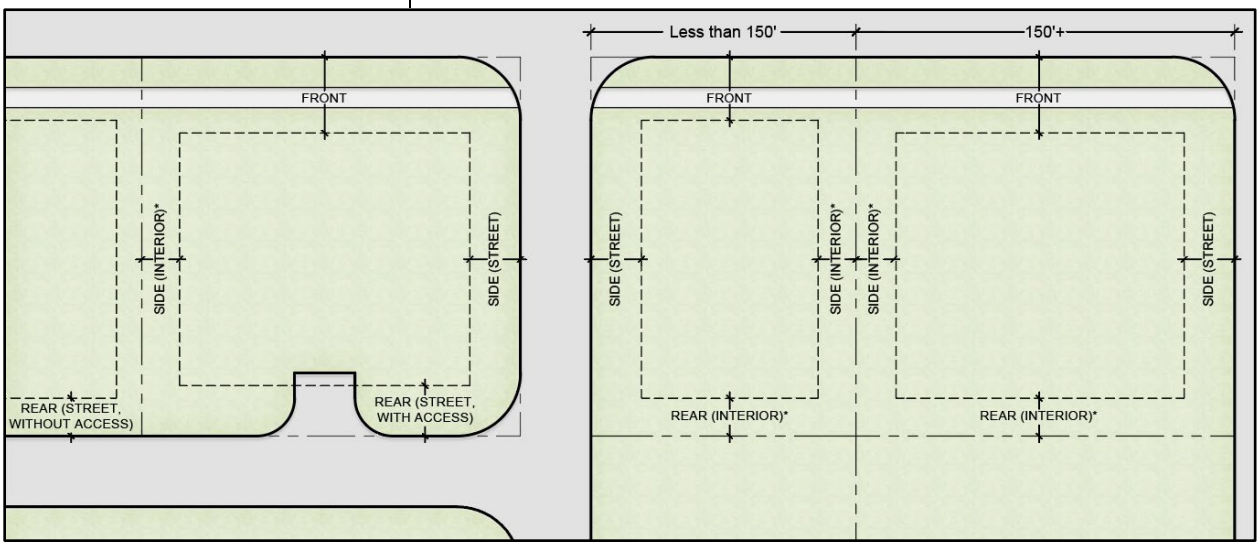
Exceptions Setback exceptions are provided as detailed below, though may be denied if they result in insufficient space for BMPs.

1. *Cornices, eaves, fireplaces, or similar architectural features* may extend into any required yard by no more than 50 percent of the required setback, however, may not extend to within 15 feet of a street frontage property line. Cornices, eaves, or similar architectural features must be a minimum of seven and one-half feet above ground level.
2. *A garage, carport, or parking pad/driveway* shall have a setback of 20 feet, unless exempted by SLTCC, so that a vehicle can park in the driveway without encroaching into the right-of-way.
3. *First floor uncovered stairs, landings, or decks,* provided they do not exceed a height of 30 inches, may project to within 15 feet of a street frontage property line or to within five feet of a rear or side interior property line.
4. *Accessory buildings* up to a maximum of 120 square feet in area and maximum eight-foot side wall height may be placed three feet from interior side or rear property lines.

Tahoe Sierra Business District

	Frontage of less than 150'	Frontage of 150' or more
Street Frontage		
Lake Tahoe Boulevard	20'	25'
All other streets	20'	
Side	5'	10'

Rear	10’



Harrison/Sandy District

	Frontage of less than 150’	Frontage of 150’ or more
Street Frontage		
Lake Tahoe Boulevard	20’	
Harrison Avenue	10’	
Sandy Way	15’ from property line	
All other streets	15’	
Side	5’	10’
Rear	10’	

Al Tahoe Center

Lake Tahoe Boulevard	25 feet
Al Tahoe Boulevard	20 feet
Property lines adjacent to another parcel within the district	5 feet
Property lines adjacent to Trout Creek or other districts	10 feet

Guideline Increased setbacks are encouraged to accommodate pedestrian plazas and alleyways that provide visual openings to Trout Creek.

Public Service Center

	Frontage of less than 150’	Frontage of 150’ or more
Street Frontage		
Lake Tahoe Boulevard	20’	25’
Al Tahoe Boulevard	20’	25’
Johnson Boulevard	20’	
All other streets	20’	
Side	5’	10’
Rear	10’	

Lake Tahoe Community College

Al Tahoe Boulevard	30 feet from property line
Rear	15 feet
Side	10 feet

Bijou Recreation District

Street frontages	20 feet
All other sides	10 feet

Minimum Lot Size

Standard See SLTCC 6.55.180 for commercial, public service, recreation, and conservation land use classifications. See SLTCC 6.85.030 for residential uses.

Pedestrian Connectivity

Standard Site design shall facilitate modes of transportation other than automobiles. Entrances to the site shall be designed for the convenience of those arriving by all transportation modes (walk, bike, roll, drive, etc.) and shall include connections to adjacent public sidewalks and bike routes. Entrance locations shall consider nearby transit stops/stations.

Community Space

Community spaces are required for projects of a certain scale to meet the needs of individuals which are not directly addressed by the primary use. Such needs may include rest areas for staff; relief areas for pets and service animals; or space for birthdays and other celebrations where a use is residential. Community spaces shall be accessible to all users, including but not limited to staff, patrons, and residents. These spaces are necessary for personal wellbeing and community building.

Commercial Community Space

Standards Commercial developments of 30,000 square feet gross floor area or more and on 1.5 acres or more (total project area) shall provide community space per the standards below.

1. *Accessibility*. Community space shall be compliant with the Americans with Disabilities Act. It shall be accessible by all patrons and staff during hours of operation.
2. *Usability*. The space shall include benches, shade coverings, landscaping, or other amenities that enhance comfort, aesthetics, and overall usability.
3. *Area*. Forty square feet of community space shall be required for every 1,000 square feet of floor area for the first 80,000 square feet of floor area, plus 20 square feet for every 1,000 square feet of nonresidential floor area over 80,000 square feet.

Guideline Outdoor spaces should include features to facilitate upkeep of the space, such as bear resistant trash containers, dog waste bags, etc.

Residential Community Space

Standards Residential uses, including those as part of a mixed-use project, shall provide community space for residents per the standards below.

1. *Accessibility.*
    A. For developments with fewer than 6 residential units, community space may be private, in the form of patios, decks, fenced yards, or other areas outside of the residence.
    B. For developments with 6 or more residential units, community space shall be accessible by all tenants and be compliant with the Americans with Disabilities Act.
2. *Usability*. Elements shall be required that give shared spaces a clear intended use. This may include but is not limited to playground equipment, picnic areas, and shade structures for outdoor gatherings. Conditioned spaces may include gyms, lounge areas, game rooms, or similar amenities.
3. *Area*. A minimum of 100 square feet per unit shall be provided; however, in no case shall more than 5,000 square feet (coverage or floor area, excluding walkways) be required.

Guideline Community spaces are encouraged to serve residents of all ages and abilities by combining amenity types. For example, playgrounds should be accompanied by benches or other amenities for guardians.

Vehicle Access and Parking

Off-Street Parking Facility Design

Standards

1. *Design and Construction*
    A. See SLTCC 6.10.340.H, except that 6.10.340.H.1.e.xvi shall not apply.
    B. Where a corner lot fronts Lake Tahoe Boulevard, but the driveway is on the side street, it shall not be located closer to the corner than the centerline of the parcel.
    C. Driveways shall not be located within side or rear setbacks.
    D. See SLTCC 6.10.320.B-K.
    E. Driveways shall be oriented 90 degrees to the public street centerline for a minimum distance of 20 feet.
    F. Within the public right-of-way, driveways shall be paved with asphalt, concrete, or other permanent surface as detailed in the City of South Lake Tahoe's Public Improvement and Engineering Standards (PIES).
2. *Number of driveways*
    A. A project area shall be allowed one driveway per street frontage, except where a street frontage is 200 feet or wider, multiple driveways may be permitted so long as there is a minimum of 80 feet between them.

B. Multiple driveways on a project area that does not meet the standards above may be allowed with the issuance of a special use permit per SLTCC 6.55.620.

3. *Setbacks*
   A. Parking shall be located to have the least significant visual impact from scenic corridors, major rights-of-ways, Lake Tahoe, and open space.
   B. Surface parking shall adhere to the same setbacks as structures in the applicable district, except that interior setbacks may be reduced by no more than 5 feet so long as a 5-foot setback remains.
   C. Partially underground parking with no more than 3 vertical feet exposed shall adhere to the same setbacks as structures in the applicable district, except that the interior side and interior rear setbacks may be reduced by no more than 5 feet so long as a 5-foot setback remains.
      I. Parking structures that are exposed more than 3 vertical feet shall meet full setbacks for structures as included in district specific standards.
      II. See TRPA Code of Ordinances 33.3.6 for limitations on excavation.
   D. Completely underground parking garages shall have a 15-foot setback from all property lines and must provide title report to ensure there are no easement conflicts. No setback is required for interior sides so long as engineering details are provided to ensure safety and proper construction.

Guideline Placing vehicle entrances along side streets is preferred. It is encouraged to reduce the number of driveway crossings and vehicular interactions with pedestrians and cyclists, such as through shared driveways and parking facilities. Property owners may be required to provide proof of agreements regarding maintenance costs or snow storage. Where possible, driveways should be located off major roads.

Number of Required Spaces

Standard

1. Single family and multi-family uses shall be provided with a minimum of one vehicle parking space per unit, except for residential or mixed-use developments made up of 100 percent deed-restricted affordable, moderate, or achievable housing units, per TRPA Code of Ordinances Section 34.4.
2. Unless a use is noted below, parking spaces between 70 percent and 125 percent of the ratios as stated in SLTCC 6.10.410 shall be built onsite for each use. Any fraction of one-half or greater shall be construed as requiring one additional parking space. Restrooms may be excluded from the gross floor area calculation, as well as storage and supply spaces that are only accessible by employees.
3. There is no minimum parking requirement for the uses below. Project applicants shall propose parking in a manner that is supported by the uses' capacity, existing nearby public parking, commute methods, nature of service, and unique project characteristics. Approval of the alternate parking is required by the review authority.

- Nursing and personal care
- Residential care
- Outdoor amusements
- Colleges
- Transit stations and terminals
- Beach recreation
- Group facilities
- Outdoor recreation concessions
- Participant sports facilities
- Recreation centers
- Boat launching facilities
- Amusement, recreation, & entertainment facilities

Exception Parking spaces below or beyond those listed above may be allowed through the following means at the discretion of the review authority:

1. The applicant shall provide a demand analysis demonstrating that a differing number of parking spaces is necessary or sufficient due to the use's nature, seasonality, or other elements.
2. The project includes alternative transportation methods such as shuttles for staff/patrons; incentives for nearby accommodation; car/bike share; or other means that reduce reliance on individual vehicles.
3. The project area enters a formal shared parking agreement with a secondary parcel that meets all of the following:
    A. Is in a commercial/public service land use classification.
    B. Is within one quarter mile of the use when no shuttle is provided or is further than one quarter mile from the use when shuttle service is provided.
    C. Is improved with paved parking.
    D. Is a parking lot use or contains a use with compatible hours of operation.
    E. Is connected by complete pedestrian infrastructure, which may be installed as part of the project.
4. Parking is managed and enforced by the property owner(s) through paid parking; unbundled parking and rent/stay costs; time limits; a reservation system; valet service; or the like.
5. The project provides significant contributions to the active transportation network or other public transportation improvements, beyond those required by code.

Guideline Employee parking spaces are encouraged to be labeled/reserved.

Clear Zones

Standard All parcel improvements shall adhere to the clear zones, also known as sight triangles, as defined below.

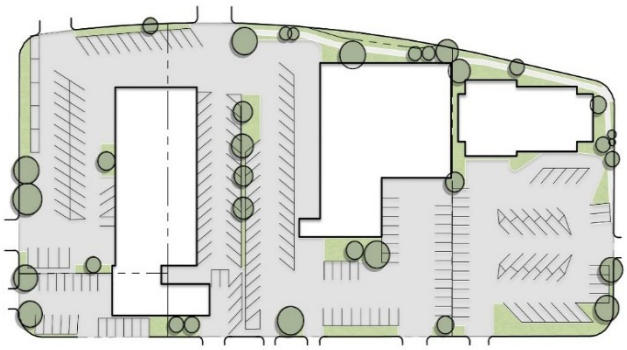
1. Nothing extending above three feet in height may be placed in the following clear zones. Trees may be permitted if the lowest branches are eight feet above ground level at maturity.

A. Street Corner: To create visibility to and from the public right-of-way, clear zones shall extend 50 feet along the front property line and street side property line at street corners.
B. Access Drives: To create visibility to and from the public right-of-way, clear zones shall extend 25 feet along the front property line and edge of driveway line.

SHARED PARKING EXAMPLES

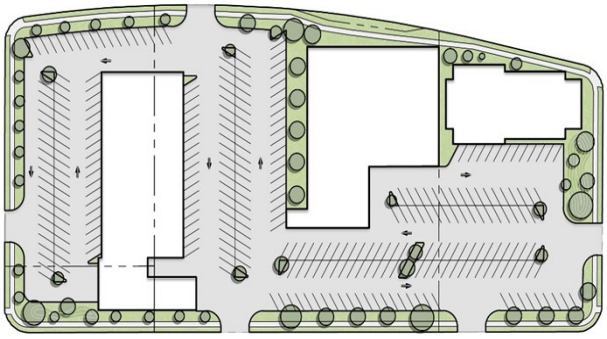
EXISTING CONDITIONS

The existing parking area contains 214 parking spaces, many of which are substandard sizes, and 11 driveways across just four (4) parcels. The layout is disorienting to drivers with numerous curb cuts and dead ends.



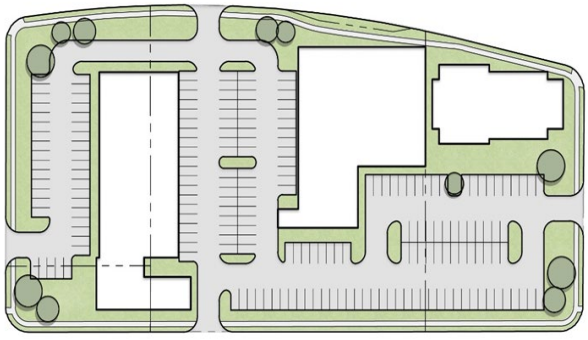
CONCEPT A

This concept maximizes the number of parking spaces by using angled parking stalls and one-way drive aisles, which can be six feet narrower than standard aisles for 90-degree parking. This conceptual layout improves vehicular flow, provides 78 additional parking spaces (for a total of 292 spaces), drastically reduces the number of curb cuts (5 total), and creates space for pedestrian, landscape, and stormwater improvements.



CONCEPT B

Maximize the number of parking spaces with two-way circulation. The concept provides 200 standard sized parking spaces, reduces curb cuts from 11 to 4, and creates space for pedestrian, landscape, and stormwater improvements.



Bicycle and Scooter Parking

Standard Projects shall incorporate designated bicycle and scooter parking to improve access for and thereby encourage use of alternative modes of transportation.

1. *Number of spaces*

Land Use	Examples	Short Term*	Long Term
High turnover, high-capacity commercial	Eating and drinking uses, coffee shop	Minimum 5; 1/200 sf	1 per 6 employees
Low turnover commercial	Fine dining, personal service, service station	1/600 sf	1 per 6 employees
High Density Residential	Multi-family, multi-person	1 per 4 units	1 per unit
Tourist Accommodation	All tourist accommodation uses	1 per 5 units	1 per 10 units
Professional Uses	Office space, medical offices, government offices	1 per 2000 sf	1 per 6 employees
Assembly Uses	Membership organizations, most amusement and recreation use, library, athletic facilities	20% of maximum occupancy	3% of maximum occupancy
General commercial retail	Grocery, general retail, nursery,	1 per 2500 sf	1 per 6 employees
Industrial	Warehousing, manufacturing, hospital, post office	1 per 6000 sf	1 per 6 employees
Parking lots, garages, parking structures	Parking lots, garages, parking structures	-	1 per 15 vehicle spaces or 3% of the total area

*In no case may fewer than 4 spaces be provided.

2. *General*
    A. Bicycle and scooter parking shall be located outside of the public right-of-way.
    B. Each bicycle parking space shall be a minimum of two feet in width and six feet in length and shall be accessible without moving another bicycle. Two feet of clearance shall be provided on all sides of the bicycle parking space and any obstruction such as walls, poles, landscaping, street furniture, etc.
    C. Bicycle parking spaces should be buffered from vehicle parking spaces.
3. *Short-Term Bike Parking (Bike Parking)*
    A. Short-term bicycle and scooter parking shall be located within a 50-foot radius of a building's main entrance. This area should be visible to the public to deter theft and increase public awareness of the parking area. Where possible, locate bike and scooter parking in areas which are also visible from within a building or destination.
        I. If bicycle parking is not visible from the street or main building entrance, a sign should be posted at the main entrance directing visitors to the location of the bicycle parking area.
    B. For each short-term bicycle or scooter parking space required, a stationary, securely anchored object shall be provided to which a bicycle frame and one

wheel can be secured with a high-security U-shaped shackle lock if both wheels are left on the bicycle. One such object may serve multiple bicycle parking spaces.

4. *Long-Term Bicycle Parking (Bike Storage)*
    A. Bike storage must be in a secure area such as the following:
        I. An enclosed bicycle locker.
        II. A fenced, covered, locked, or guarded bicycle storage area/room.
        III. A rack or stand inside a building that is within view of an attendant or security guard or visible from employee work areas; or
        IV. Other secure area approved by the Development Services Director.
    B. At least 50% of bike storage spaces shall be covered.
    C. Bike storage must be located on the same lot as the use it serves. In parking garages, long-term bicycle parking must be located near an entrance to the facility on the ground floor.

Building Design

Building design refers to the process of planning and conceptualizing a structure. Design should consider how to functionally serve the intended use, as well as contribute to the community character. The standards below were developed based on community input and the desire to maintain a mountain town that is in harmony with the natural surroundings. These standards are adopted by TRPA as substitutions to TRPA Code.

Height and Roof Pitch

Reference Figure 18 for Mid-Town Area Plan districts with the Town Center Overlay.

1. *All locations* may be subject to scenic analysis and rendering review to ensure the proposed height does not detract from scenic viewpoints. Hight limitations may apply if conflicts are present.
2. *Outside of Town Centers*, maximum height and roof pitch shall be determined by TRPA Code of Ordinances 37.4 or TRPA Code of Ordinances 37.5.5 for projects as described in TRPA Code of Ordinances 36.13.
3. *Within Town Centers,* the maximum height and roof pitch shall be as stated below for each district, except that:
    A. Additional height may be granted for projects as described in TRPA Code of Ordinances subsection 36.13 per TRPA Code of Ordinances Subsection 13.5.3.I.A.
    B. TRPA Code of Ordinances 37.7.16 shall apply to buildings of three stories or more.
    C. Chimneys, flues, vents, antennas, and the like may be ten percent of the permissible height of a building, or a height of six feet, whichever is less.

Al Tahoe Center District

Height	maximum 46 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

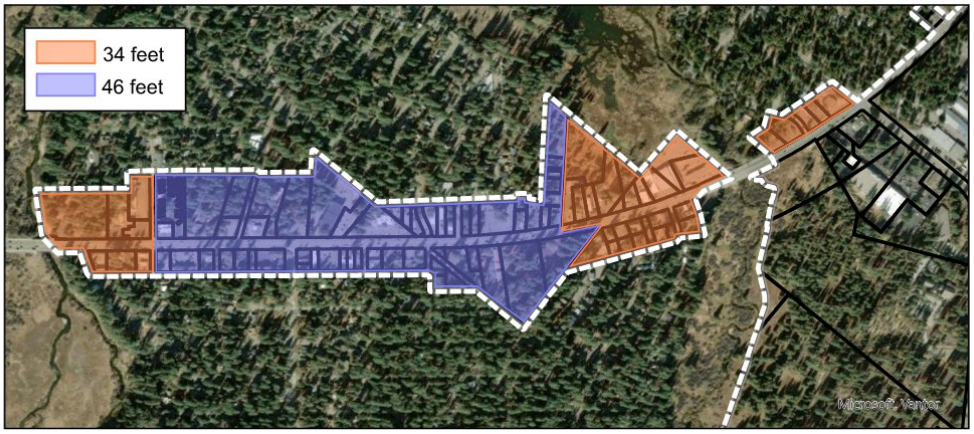
Harrison/Sandy District

Standard Building height shall be dependent on dominant roof pitch as noted below. Taller buildings require steeper roofs to increase compatibility with adjacent residential uses, maximize solar exposure, and encourage variation in building height.

Building Height	Roof Pitch
Up to 42’	5:12 or greater
Up to 34’	3:12 or greater

Tahoe Sierra Business District

	Standard per Location
Roof Pitch	District wide, the minimum roof pitch for areas visible from a public right-of-way shall be 3:12
Height	As shown below



Public Service Center District

Height	maximum 56 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

Lake Tahoe Community College District

Height	maximum 56 feet
Roof Pitch	minimum roof pitch for areas visible from a public right-of-way shall be 3:12

Roof Form

Standard

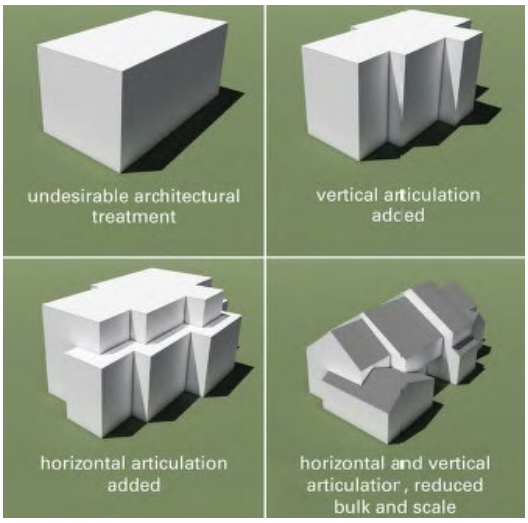
1. Roofs shall have a clear dominant pitch consistent with the district specific standard. A dominant roof pitch shall comprise over 50 percent of the visible roof area as demonstrated by a roof plan.
2. Flat roofs shall be allowed so long as they are not visible from public rights of way. This provision is intended to allow for accessible roof areas (patios, dining, etc.); rooftop utilities/mechanical equipment; covered parking structures; to reduce the conditioned space and energy/construction costs of large structures; and maximize livable space within height restrictions.
3. All rooftop utility/mechanical equipment shall be hidden by the roof form.
4. All roofs shall have overhanging eaves. Longer overhangs are encouraged where compatible with the building design.

5. No roof line shall extend more than 60 linear feet without a dormer, substantial change in roof pitch, horizontal/vertical articulation, or other architectural features. This may be increased to 100 feet for structures over 15,000 square feet of gross floor area.
6. Roofs shall not shed ice, snow, or water onto a parcel owned by another, into a right-of-way or pedestrian area/walkway, or in a manner that would otherwise obstruct an entry.

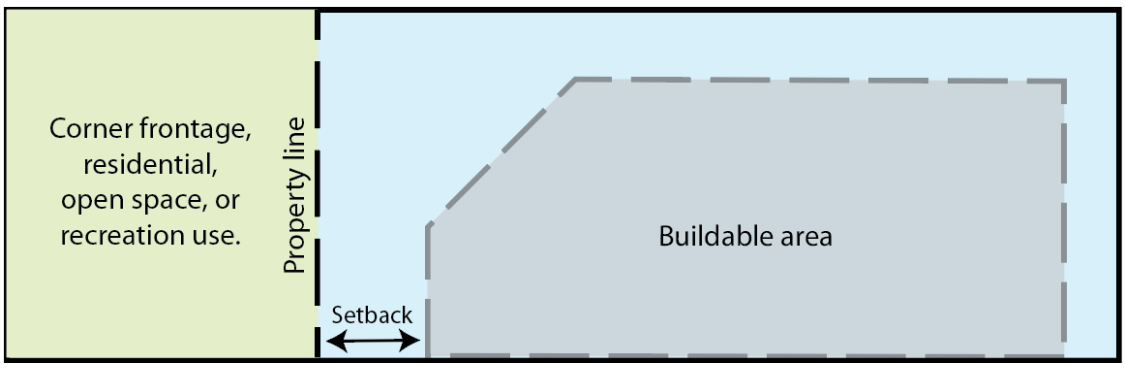
Guideline Gables are encouraged to be embellished through exposed beams, changes in material, windows, or other detailing. Rooftop spaces are encouraged to include covers, canopies, or overhangs for visual interest.

Massing

Standards The standards below are intended to form buildings with identifiable base, middle, and top sections as to not appear box-like and overbearing.



1. Building bases shall be distinguished by articulation or material.
2. No structure shall extend more than 60 linear feet without substantial horizontal/vertical articulation. This may be increased to 100 feet for structures over 15,000 square feet of gross floor area.
3. No structure shall extend more than 2 stories without horizontal articulation on all sides that are visible from a public right-of-way. Examples include extended or recessed balconies, eaves, awnings, window details with depth, or other features to break up flat wall surfaces.
4. Exterior overhangs (canopies, breezeways, covered outdoor seating, projected entrances, porte cochère, etc.) shall be accentuated and supported with textured columns rather than simple posts or metal supports.
5. Where at a street corner, adjacent to a residential district, or adjacent to an open space/recreation use, any height above 3 stories for residential uses and 2 stories for all other uses shall be located out of a 45° angle as measured from the applicable height at the setback line. Mixed uses shall be classified based on the use that occupies the majority of the floor area.



Guideline Brackets, beams, and overhangs can be used to intercept sunlight and create illusions of depth through shadowing articulation where large walls exist.

Pedestrian Level Detailing

Minimum Ground Floor Height

Standard For non-residential uses only, the ground floor shall have a minimum floor-to-ceiling height of 15 feet.

Street Level Activation

Standard Buildings shall include elements to engage pedestrians on all walls facing rights-of-way so that no wall extends for more than 25 feet within such a feature. This may be done through, but is not limited to, the following methods.

1. Transparency through spanning windows and frequent openings may engage patrons. Glazing shall be clear or lightly tinted.
2. Art (murals, wall art, sculptures, mosaic walls, etc.) may be used to create interest in areas or uses where transparency is not appropriate, such as for theaters or storage-based uses.
3. Visual interest at street level may be created through additional vertical articulation.
4. Outdoor dining/seating or pedestrian courtyards may be situated along exterior walls. See further details in Other Site Improvements.
5. Blank walls may be disguised through texture beyond that of typical siding materials. This can be done with architectural screens, decorative panels, or through natural or green features such as living walls, planters, or trellises. See Landscaping for guidance on species.

Openings and Entrances

Standard The following standards apply to entrances of all building types.

1. Entrances shall be distinguished by landscaping, architectural elements, and lighting.
2. Access to residential units as part of mixed-use projects shall not require passing through the interior of the non-residential portion.
3. Entrances to non-residential uses located at corners shall generally be located at a 45-degree angle to the corner and shall have a distinct architectural treatment to animate the intersection and facilitate pedestrian flow around the corner.

Guideline Projected or recessed entrances are highly encouraged to create depth and provide overhead protection from unloading roof snow.

Materials

Standard A variety of materials shall be used to visually separate a building's base, middle, and top.

1. All siding shall be natural or natural appearing materials such as wood, stone, woodgrain stucco, board form cement, fiber cement, imitation stone, or other material that achieves a similar effect.
    A. Concrete masonry units (CMU) may be used in moderation so long as they are an approved color.
2. Differing materials shall be used and shall be composed in an orderly manner to accentuate specific building features.
3. All siding, roofing, and mechanical elements shall be nonreflective.
4. Façades visible from a public right-of-way, including bike paths, shall use multiple siding materials so that no single material spans from the highest to lowest point of a ground level façade.
5. All materials shall be durable and suitable for high elevation environments.

Guideline Renewable, recycled, and sustainable building materials are encouraged.

Colors

Standard All colors must be earth tones consistent with TRPA Design Review Guidelines and Colors of the Lake Tahoe Landscape. Accent colors may be used to create further visual interest, such as through accentuating doorways, windows, or storefront displays, and are not required to be consistent with TRPA Design Review Guidelines. No more than 15 percent of any building façade may be an accent color that is compatible with the overall color palette. White is prohibited other than as an accent color.

Guideline Darker, warmer hues are encouraged along scenic corridors.

Other Site Improvements

This section ensures that sites serve and respect patrons and neighbors through amenities that address safety, quality of life, utility, efficiency, water quality, and aesthetics.

Lighting

Appropriate lighting ensures public safety and extends use beyond daytime hours while minimizing potential harm to the nighttime environment.

Guidelines The following guidelines are provided as best practices for all lighting as appropriate.

1. Utilize solar-powered lighting where feasible.
2. Install lighting at all public transportation facilities (bus stops, etc.).
3. Increase frequency of light posts in Town Centers.
4. Accent lighting is encouraged to be on a time clock or photo-sensor system.
5. Street lighting shall consider levels of pedestrian and vehicular activity, speed limits, and location of pedestrian facilities relative to the roadway.

Onsite Exterior Lighting

Standards Exterior lighting may be used for landscaping areas, parking lots, walkways, and/or illumination highlighting architectural or landscape features only, so long as the standards below are met. Lighting may not be designed for or used as an advertising display.

1. *General*
    A. Lighting shall be directed downward.
    B. Lights (including winter seasonal displays) shall not blink, flash, change intensity, or give the illusion of movement.
    C. The light source (bulbs) shall not be visible as seen in elevation by using cutoff shields or other barriers that extend below the lighting.
    D. Lighting shall not be affixed to trees except for seasonal lighting. See below.
    E. The maximum color temperature shall not exceed 3000 degrees Kelvin.
    F. Lighting shall not exceed 26 feet in height.
    G. Individual light sources shall not exceed 2,500 Lumens or 100,000 per acre. Outdoor commercial lighting shall be reduced outside of operational hours.
    H. All lighting must be consistent with the *Five Principles for Responsible Outdoor Lighting* (DarkSky International and Illuminating Engineering Society, 2024) that outdoor lighting is useful, targeted, low level, controlled, and warm-colored.
2. *Accent Lighting*

A. See SLTCC 6.10.160.B-C for standards for decorative lighting (string lights, seasonal installations, etc.).
B. See TRPA Code 36.8.1. for additional outdoor lighting standards and exceptions.

Exception Down lighting used to assist in the activation of a public pedestrian space on Lake Tahoe Blvd., Harrison Ave., Sandy Way, Fremont Ave., and Takela Dr., as well as interior spaces, may be affixed up to the eaves of the roof line or peak of the wall in the case of a gable roof of a building or structure for lighting of distinguished architectural features such as entries, arcades, chimneys, cornices, balconies, exterior trusses, highly textured materials, knee braces, enriched architectural facades, or landmark features. Downlighting and shielding are required.

Guideline Onsite lighting is not required, though is highly encouraged, especially for uses with early morning, evening, or overnight operating hours.

Transportation/Right-of-way Lighting

Guideline The following shall be used in lighting of transportation routes when feasible but may be superseded by standards of the California Department of Transportation or the Federal Highway Administration.

1. *General* The maximum color temperature shall not exceed 3000 degrees Kelvin but may be increased to 5000 degrees Kelvin when necessary for public safety.
2. *For bicycle and pedestrian paths adjacent to roadways or intersecting driveways* lighting poles should be between 12 and 16 feet in height.
3. *For bicycle and pedestrian paths separated from vehicular roadways* lighting should be at a small scale (path lights, bollards, or similar structures) and only where necessary for public safety. Such lighting is not required to be continuous.
4. *For intersection lighting* with pedestrian crosswalks, the average illuminance should be 30 lux vertical.
    A. See Federal Highway Administration recommendations for different light levels depending on street classification and volume of pedestrian activity.

Screening

Screening can improve curb appeal and quality of life throughout the plan area by strategically restricting views and obstructing noise and light pollution.

Types of Screening

Standard Screening shall be accomplished using walls, fencing, landscape plantings, or a combination thereof. Screening shall be effective in both winter and summer months.

1. *Walls and Fencing*
    A. Walls and fencing on commercial properties shall comply with SLTCC 6.10, Article VI.

B. For screening purposes, chain link may only be used for active construction sites.

2. *Landscape Planting*
   A. Vegetation used for screening should, at maturity, be an appropriate height and density to impede visibility of these areas from roadways, pedestrian, and bicycle facilities, and residential or commercial areas.

Project Specific Requirements

1. *Maintenance Areas, Mechanical Equipment, Storage, Etc.*
   A. Screening of service yards; maintenance yards; warehousing; outdoor storage; trash and refuse collection areas; and other uses of an industrial nature shall be accomplished using walls, fencing, landscape plantings, or some combination thereof.
2. *Parking Lots*
   A. Onsite parking areas shall have landscaped perimeters.
   B. Onsite parking areas greater than one-quarter acre shall include landscaped islands.
   C. Vehicle bollards shall be installed within the setback when parking is directly adjacent to residential uses.
3. *Residential Areas*
   A. Additional screening may be required to buffer light and noise and to protect the privacy of residents, especially within mixed-use developments or when adjacent to residential uses or districts. This standard is applicable to both residential projects and projects adjacent to residential districts or parcels.

Landscaping

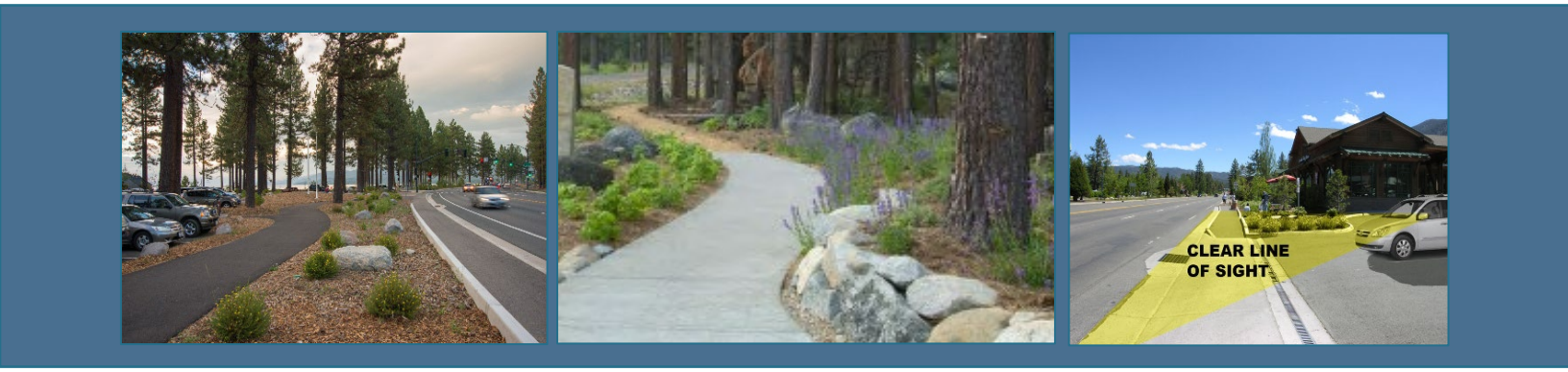
Standard All projects shall incorporate landscaping for curb appeal, soil stabilization, screening of mechanical equipment, mitigation of noise and air quality impacts, and enhancement of outdoor spaces.

1. *General*
   A. All areas not improved with hard coverage or BMPs shall incorporate landscaping consistent with state and local defensible space requirements.
   B. Onsite parking areas greater than one-quarter acre in size shall include landscaped islands.
   C. Landscaping shall largely be species listed on the TRPA Recommended Native and Adapted Plant List. Species not included shall only be used as accents, such as for borders, entryways, flowerbeds.
      I. Species identified as invasive plant species in the BMP Handbook are prohibited.
   D. Preserve existing trees and other natural features as much as possible and incorporate them into the site layout.
   E. Recognize the attributes of plant species such as mature size and invasive surface roots to prevent future damage to property or infrastructure.

I. All projects must use the minimum plant sizes and spacing described in TRPA Code of Ordinances 36.7.2, Minimum Plant Sizes and Spacing.

F. See Clear Zone standards.

Exception Staff may grant exceptions to or require modifications of development and design



standards to preserve trees or other desirable or notable natural features, especially to protect views from identified scenic resources.

2. *Building Accent Planting*
   A. Gravel and/or similar non-combustible groundcover shall be used within 5 feet immediately surrounding a structure, consistent with fire defensible space requirements.
   B. Residential uses shall be screened from roadways and commercial or public service uses where possible using native vegetation with the intent of providing privacy, reducing glare and heat, deflecting wind, muffling noise, and softening the lines of architecture.
3. *Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting*
   A. Preserve or plant street trees between roadways and pedestrian/bicycle facilities where possible to create visual and physical separation between drivers and pedestrians. Trees should be spaced at 30 to 60 feet apart to create a buffer while still providing visibility between user types.
   B. Select low-growing shrubs or groundcovers between roadways and pedestrian/bicycle facilities to improve visibility between drivers and pedestrians.
   C. Select low- or no-maintenance plant species for use in the public right-of-way.
4. *Water Conservation*
   A. Turf lawn shall be used only in common areas and community spaces for the purpose of creating flexible lawn spaces. Prioritize the use of native groundcover alternatives.
   B. Landscaping must meet irrigation design requirements set forth in SLTCC 6.80, Water Efficient Landscaping.

Trash Enclosures

Standards All projects must have sufficient refuse capacity and facilities. Dumpsters for all uses must conform to the applicable district setbacks and the following standards:

1. Enclosures shall be constructed of either wood or concrete block and placed on a concrete base which has a slight slope to allow for drainage.
2. If the enclosure is to be of wooden materials, it shall be constructed of substantial materials including a minimum of four-by-four posts, galvanized pipe, and bolts.
3. Colors and finishes shall match that of the primary structure.
4. Enclosures shall be constructed to allow for a one- to two-foot space on either side of the dumpster(s) for easy maneuverability.
5. A gate will be required unless the opening faces into the property and is not visible from a public street or adjacent properties. The gate shall be sight obscuring and have a minimum of a one-foot clearance to allow for ice and snow buildup. (Chain link with wooden slats does not qualify as sight obscuring. See Article VI of SLTCC 6.10.) If the gate is required to be removed for repair purposes, it shall be replaced within one month unless an extension is requested due to unforeseen circumstances.
6. It is the responsibility of the property owner or designated manager to maintain access to the dumpsters during inclement weather which includes adequate gate clearance.
7. There shall be no refuse or bulk items accumulating around or within the enclosure. Violations are subject to enforcement under SLTCC.



Guideline Roll up doors are recommended as they present fewer ice/snow removal challenges. Attached multifamily developments are encouraged to use dumpsters, though individual bear boxes may be provided when approved by South Tahoe Refuse.

Outdoor Dining/Seating and Pedestrian Plazas

Standards Outdoor areas are encouraged to activate streetscapes and allow businesses to maximize operations in peak seasons. New and modified outdoor dining and seating areas may be subject to Design Review.

1. *Location*
    A. Outdoor dining and seating areas shall not encroach into pedestrian pathways, public right-of-way, or impede vehicle circulation.
    B. Seating areas shall be separated from vehicle circulation and parking areas, such as through parking barriers/bollards, fences, and vegetation.
2. *Requirements*
    A. No additional signage shall be associated with outdoor dining/seating areas.
    B. In no case shall outdoor dining areas be used for storage. Furniture may remain when not in use but shall be maintained in a clean and orderly state.

C. Commercial Floor Area Additional commercial floor area is not required for additions to, or expansions of, legally existing commercial floor area for outdoor dining areas that do not exceed 300 square feet or 20 seats, whichever is less, provided:

I. The existing structure and any subsequent additions or expansions physically exist and were completed at least one year prior to an application pursuant to this subparagraph.

II. The exempt addition or expansion is not applied for or built in conjunction with any other addition or expansion that requires an allocation of commercial floor area.

III. There is no change in use.

IV. The exempt addition or expansion generates no more than 650 vehicle miles travelled.

V. The exempt addition or expansion does not occur within the same project more frequently than once every ten years.

Signage

Commercial and Residential Signage

Standard See SLTCC 6.40.

Exception Free-standing signs shall be prohibited for properties along Harrison Ave. between Los Angeles Ave. and San Jose Ave. Building signs shall be limited to 40 square feet.

Area Identification Signs

Standard See SLTCC 6.40.130(A).

Exception Per SLTCC 6.40.130(A)(2) Where all the standards below are met, area identification signage shall be allowed per established business improvement, assessment, or similar district, including public service organizations and agencies.

1. Only districts with complete and compliant curb, gutter, sidewalk, parking, landscaping, lighting, and stormwater improvements are eligible for an area identification sign under this exception.
2. Clear Zones shall apply.
3. The sign must convey characteristics of the area and shall not be used to advertise specific business/businesses. Public service organizations and agencies may be specifically identified.
4. A letter from the district board must be provided demonstrating majority support of the sign.

A. *Number*

I. No more than two (2) signs shall be allowed per district so long as there is a minimum of 500 feet between the signs.

II. Lake Tahoe Community College shall be allowed one sign in addition to those detailed in Area Identification Signs 4.A.I. per SLTCC 6.40.130(A) at the southern bike entrance where the Dennis T. Machida Memorial Greenway enters LTCC.

B. *Monument Freestanding Sign Standards*

I. Size Shall not exceed 25 square feet.

II. Location and Height Refer to SLTCC 6.40.360(D).

III. Lighting Signs may be illuminated in the following ways only:

a. Through individual letters backlit or with internal light sources.

b. By an external light source that is shielded from public view, does not spill onto the surrounding area, and does project light beyond the height of the sign face.

IV. Color Backgrounds and bases shall be dark, earthtone colors and copy shall be lighter than the background in both daylight and nighttime conditions. Bright and neon colors are prohibited, though non-earthtone accent colors may be used for accents.

V. Materials Monument bases shall be of natural or natural appearing materials.

VI. Landscaping The area surrounding the monument sign must be neatly landscaped with permissible species.

Guideline Monument area identification signs are intended to emphasize sense of place in areas with high pedestrian activity levels. For this reason, low profile signs are encouraged.

C. *Archway Sign Standards*

I. Location

a. Archway signs may be installed over a plaza, shared driveway, or local street, but are prohibited over Lake Tahoe Blvd., Sierra Blvd., Al Tahoe Blvd., Johnson Blvd., Fairway Ave., Lyons Ave., and Rufus Allen Blvd., or as otherwise noted by the Director of Public Works.

b. Supports may be placed on private property, or public property at the City Manager and Director of Public Works' discretion.

II. Height Archway signs over roadways shall provide 18 feet of vertical clearance for the width of any vehicle travel way and shall not exceed 23 feet. Should archway signs cross over pedestrian and bicycle paths, 10 feet of vertical clearance for the width of the path shall be provided and a height of 13 feet may not be exceeded.

III. Letter Height Individual letters may not exceed 3 feet.

IV. Construction Horizontal elements of archway signs must be designed to minimize snow buildup. All structural supports must contribute aesthetically to the sign.

V. Lighting Signs may be illuminated through individual letters or downlighting only.

VI. Color All colors, including copy, shall be earthtone colors that match the natural surroundings. Non-earthtone accent colors may be used for accents.

VII. Materials Natural or natural appearing materials shall be incorporated.

Wayfinding

Standards Provide clear wayfinding signage at appropriate scales for all modes of transportation including pedestrians, cyclists, and vehicles, directing travelers to recreation, commercial, and public service areas. Wayfinding signage should be incorporated into the design of pedestrian and cyclist facilities.



1. *Design* shall follow the 2013 Bicycle Transportation Signage System.
2. *Installation* shall be consistent with the U.S. Department of Transportation's Manual on Uniform Traffic Control Devices (MUTCD).

Exception Maintain the existing theme for wayfinding signage along Harrison Ave. as shown to the right.

Placemaking

Guideline District-specific light pole banners may be attached to create a distinct district identity. Color standards of SLTCC 6.40 shall apply. Banners shall be no wider than 2 feet and shall maintain at least 7 feet of clearance for pedestrian traffic.



Fences

Residential, Recreation, and Conservation

Standard See SLTCC 6.85.030.

Exception Recreation facilities may have fences of up to 15 feet in height surrounding uses where sporting equipment may cause safety concerns without additional fence height.

Commercial and Public Service

Standard See SLTCC Chapter 6.10, Article VI.

Exception Public services may have fences of up to 15 feet in height surrounding uses when deemed necessary by staff. Such fences may also be allowed where security should be heightened due to previous security breaches; where it is necessity to keep stored items outside that could be considered a safety hazard (electrical transformers, etc.); or where a standard fence height would not sufficiently meet screening requirements. A building permit is required.

Snow Storage

Standard All projects shall provide space for snow storage within the project area or have arrangements to remove and store accumulated snow offsite. If an adequate on-site snow storage area cannot be sited or designed, staff may require agreements for removal and off-site storage of snow. The following are meant to provide functional layouts for snow removal and adequate space for snow storage to ensure public safety and accommodate transportation.

1. *General*
    A. Snow shall be disposed of in accordance with the BMP Handbook 4.2-c and the criteria below.
    B. Landscaping within snow storage areas must be native and adapted species tolerant of snow storage such as perennials and shrubs or trees that can bend with weight.
    C. At the minimum, storage areas shall accommodate snow removed from parking, driveway, and pedestrian access areas. Generally, 20 percent of the plowed area is sufficient for storage.

Exception: Location For constrained sites, the City may allow snow storage within dry basins and infiltration basins per Design and Installation Considerations of the BMP Handbook 4.2-c.

Guidelines

1. Locate snow storage in areas that receive ample sunlight.
2. Locate snow storage areas away from primary roadways and out of clear zones.

Stormwater Best Management Practices

Standard Projects subject to TRPA review shall install sitewide best management practices (BMPs) per TRPA Code of Ordinances 60.4 and the TRPA Best Management Practices Handbook (BMP Handbook) or provide proof that adequate BMPs have been installed and maintained through a BMP certificate and maintenance log.

Guideline BMPs in highly visible areas, such as along rights of way or within parking lot islands, are encouraged to be designed to add aesthetic value by using vegetated rather than rock-lined treatments. These include bioswales, rain gardens, wet basins, or dry basins as described in Section 4.4 of the BMP Handbook.

Right-of-way Improvements

Right-of-way improvements are necessary for safe navigation of Mid-Town and the City of South Lake Tahoe. Property owners are responsible for contributing to this network.

Standard Projects shall include 5-foot-wide pedestrian sidewalks built to CSLT Public Improvement and Engineering Standards (PIES), as may be amended. This may require reconfiguring drainage inlets or other improvements at the owner/applicant's expense. See Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting for landscaping requirements.

Exception Should it be determined that an alternative action would result in an equivalent or increased contribution to pedestrian improvements relative to the standard above, in-lieu fees, easement transfers, or other alternatives may be approved by the Director of Public Works.

Guideline See Transportation/Right-of-way Lighting; Wayfinding Signage; and Pedestrian Areas, Streetscapes, and Public Spaces Accent Planting for further guidance on enhancing rights of way.

Environmentally Sensitive Parcels

Shorezone Tolerance District 4

Standard Development standards as included in TRPA Code Subsection 83.9.2 and TRPA Code Chapter 85 are applicable to parcels within Shorezone Tolerance District 4 and shall supersede district standards should conflicts occur. Such projects shall be independently reviewed by TRPA and the City as necessary. See Figure 8.

Stream Restoration

Guideline There are several parcels within the plan area that are identified by TRPA as stream restoration zones and are excluded from the Town Center overlay. Should these parcels be acquired with the intent of restoring them, a memorandum of understanding should be explored with the ownership entity to identify shared goals and facilitate communication.

See Figure 8, Special Designations for parcels within the Stream Restoration Plan Area.



Appendix B: Use Definitions

MID-TOWN AREA PLAN USE DEFINITIONS

RESIDENTIAL	
Manufactured/Mobile home dwelling	A home built entirely in the factory on a non-removable steel chassis that is transported to the building site on its own wheels and installed under a federal building code administered by the U.S. Department of Housing and Urban Development. The Federal Manufactured Home Construction and Safety Standards (commonly known as the HUD Code) went into effect June 15, 1976.
Multiple-family dwelling	More than one residential unit located on a parcel. Multiple-family dwellings may be contained in separate buildings such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. This includes multi-family dwelling units owned and maintained by public or private entities for purposes of housing employees of said entity.
Multi-person dwelling	A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not such facilities as hotels, motels, and apartment houses. This includes multi-person dwellings owned and maintained by public or private entities for purposes of housing employees of said entity.
Nursing and personal care	Residential establishments with in-patient beds providing nursing and health-related care as a principal use, such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care homes.
Raising domestic animals	The keeping, feeding, or grazing of animals as an avocation, hobby, or school project, secondary to the principal residential use of a property greater than two acres. The use applies to species commonly considered as farm animals but does not include exotic animals. Household pets, such as dogs and cats, are included when such animals are being bred for commercial reasons. Outside storage or display is included as part of the use.
Residential care	Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes
Single-family dwelling	One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building such as a single-family house, or in a subdivided building containing two or more parcels such as a town house condominium. Employee housing providing accommodations for six or fewer employees within a single unit pursuant to Division 13, Part 1 of the California

	Health and Safety Code, commencing with Section 17000, shall be deemed a single-family structure.
TOURIST ACCOMMODATION	
Bed and breakfast facilities	Residential-type structures that have been converted to or constructed as tourist accommodation facilities where bedrooms without individual cooking facilities are rented for overnight lodging, and where at least one meal daily is provided. The use does not include "Hotels and Motels," which are defined separately; nor rooming and boarding houses (see "Multi-Person Dwellings").
Hotel, motel, and other transient dwelling units	Commercial transient lodging establishments, including hotels, motor-hotels, motels, tourist courts, or cabins, primarily engaged in providing overnight lodging for the general public whose permanent residence is elsewhere. This use does not include “Bed and Breakfast Facilities” or “Vacation Rentals.”
Time sharing	A right to exclusively use, occupy, or possess a tourist accommodation unit according to a fixed or floating time schedule on a periodic basis occurring annually over a period of time in excess of three years.
COMMERCIAL	
Retail	
Auto, mobile home, and vehicle dealers	Retail trade establishments selling, renting, or leasing new and used automobiles, boats, vans, campers, trucks, mobile homes, recreational and utility trailers, motorcycles, golf carts, snowmobile and jet skis (except bicycles and mopeds; see "General retail"). Such businesses are considered a primary use when the establishment sells more than six vehicles per calendar year. The use also includes establishments selling new automobile parts, tires, and accessories (including tire recapping establishments), as well as establishments dealing in used automobiles exclusively. Includes automobile repair shops only when maintained by an establishment selling new vehicles on the same site. Does not include establishments dealing exclusively in used parts (see "Recycling and Scrap") or outside sales (see "Secondary Storage" or "Sales Lots").
Building materials and hardware	Retail trade establishments within buildings primarily engaged in selling lumber and other building materials, including paint, wallpaper, glass, hardware, nursery stock, and lawn and garden supplies. The use includes all such stores selling to the general public, even if contractor sales account for a larger proportion of total sales. Outside storage or display is included as part of the use. Establishments primarily wholesaling plumbing, heating and air conditioning equipment, and electrical supplies are classified in "Wholesale and Distribution."
Eating and drinking places	Restaurants, bars, and other establishments selling prepared foods and drinks for on-premises consumption, as well as facilities for dancing and other entertainment that are accessory to the principal use of the establishment as an eating and drinking place. The use also includes drive-in restaurants, lunch counters, and refreshment stands selling prepared goods and drinks for immediate consumption.

General retail and personal service	An establishment for the retail sale of merchandise or the provision of personal services. A retail facility includes but is not limited to antique or art shops, clothing, drug, dry good, florist, furniture, gift, grocery, hobby, mailing services, office supply, package liquor, paint, pet, shoe, sporting, bike or moped, boats, golf carts, snowmobiles, jet skis, automobile parts, books, toy stores, and other miscellaneous retail shopping goods (auto, mobile home and vehicle sales are not included in this definition). A personal service facility includes facilities primarily engaged in providing non-medical services generally involving the care of persons, such as: beauty and barber shops; shoe repair shops; health and athletic clubs and gymnasiums; day spas that offer a variety of services intended to meet personal needs of individuals such as skin treatment, manicures and pedicures and massage; laundromats (self-service laundries); dry cleaning pick-up stores and small-scale dry cleaners without pick-up and delivery services; clothing rental; dating and escort services; funeral parlors, cemetery real estate sales, and related facilities; offsite rental of sporting equipment; and wedding chapels. The use may also include the accessory retail sales of products related to the services provided.
Mail order and vending	Establishments primarily engaged in retail sale of products by catalog and mail order. The use includes vending machine distributorships and suppliers. The use does not include product manufacturing, which is included under the appropriate manufacturing use.
Nursery	Commercial retail and wholesale establishment where plants are grown or stored for transplanting at other sites. Outside storage or display is included as part of the use.
Outdoor retail sales	Retail trade establishments operating outside of buildings on a daily or weekly basis, such as: roadside stands; flea markets; swap meets; seasonal sales involving Christmas trees, fireworks, pumpkins, or other seasonal items; regular sales of art or handcrafted items in conjunction with community festivals or art shows; and retail sales of various products from individual motor vehicles locations outside the public right-of-way, not including bakery, ice cream, and similar vending vehicles that conduct all sales within the right-of-way and do not stop in any location except on customer demand. Outside storage or display is included as part of the use.
Service stations	Retail trade establishments primarily engaged in the sale of gasoline, which may also provide lubrication, oil change and tune-up services, and the sale of automotive products incidental to gasoline sales. The use may also include as accessory uses towing, mechanical repair services, car washing and waxing, and trailer rental. The use does not include storage of wrecked or abandoned vehicles, paint spraying body and fender work, and retail sale of gasoline as an accessory use to food and beverage retail sales when limited to not more than two pumps.

Entertainment

Amusement, Recreation, & Entertainment Facilities	Amusement and recreation uses are establishments providing entertainment for a fee or admission charge, such as: arcades and coin-operated amusements; billiard and pool halls; bowling alleys; card rooms; clubs and ballrooms that are principal uses rather than being subordinate to an eating or drinking place; dance halls; ice skating and roller skating facilities; motion picture theaters; live performance theatres; reducing salons; and tennis, handball, racquetball, indoor archery and shooting ranges, and other indoor sports activities.
Special event area	Areas where special events within specified guidelines may be held without further review from the City Planning Division. Special event areas require a special use permit under all circumstances to ensure compliance with site specific standards. A special use permit for a special event area permit does not prevent other City Departments or Divisions from collecting additional fees or imposing additional requirements for circumstances such as temporary structures, road closures, fireworks, traffic control, etc.
Outdoor amusements	Commercial establishments for outdoor amusement and entertainment such as: amusement parks; theme and kiddie parks; go cart and miniature auto racetracks; miniature golf courses. Outside storage or display is included as part of the use.
Services	
Animal services	Establishments primarily engaged in performing services for animals, such as veterinary services, animal hospitals, and animal kennels. The use does not include publicly operated animal control and wildlife care (see "Local Public Health and Safety Facilities").
Auto repair and service	Service establishments engaged in repair, alteration, painting, washing, or waxing of automobiles as a principal use. The use also includes storage and maintenance yards for rental of cars, trucks, or trailers. Outside storage or display is included as part of the use. The use does not include automobile parking (see "Transportation"); repair shops subordinate to and maintained by a vehicle dealership; service stations (which are separately defined); or automobile wrecking yards (see "Recycling and Scrap").
Broadcasting studios	Communication establishments such as telegraph, telephone, radio and television broadcasting and receiving stations, and studios, contained entirely within buildings. Transmission and receiving apparatus, such as towers, lines, reflectors, and antennas are included under the definition for "Transmission and Receiving Facilities."
Business support services	Service establishments within buildings that provide other businesses with services including maintenance, repair and service, testing, and rental. This includes establishments such as: outdoor advertising services, mail advertising services (reproduction and shipping); blueprinting, photocopying, and photofinishing; computer-related services (rental, repair, and maintenance); commercial art and design (production); film processing laboratories; and services to structures such as window cleaning, exterminators, janitorial services, and business equipment repair services.

Contract construction services	Service establishments primarily engaged in construction, such as new development, additions, alterations, and repairs. Construction activities are generally administered or managed from a relatively fixed place of business, but actual construction work is performed at one or more different sites that may be dispersed geographically. Three broad types of construction activity are covered: (a) building construction by general contractors or by operative builders; (b) other construction by general contractors; and (c) construction by special trade contractors such as electrical, air conditioning and plumbing contractors, or others such as well drilling services. Establishments engaged in the installation of prefabricated buildings and equipment also are included. Outside storage or display is included as part of the use. An office not associated with a construction site or without secondary storage is considered under "Professional Offices."
Health care services	Service establishments primarily engaged in furnishing medical, mental health, surgical, and other personal health services such as: medical, dental, and psychiatric offices; medical and dental laboratories; outpatient care facilities; and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included. Nursing homes and similar long-term personal care facilities are classified in "Nursing and Personal Care," and mental health-related services, including various types of counseling practiced by licensed individuals other than medical doctors or psychiatrists or unlicensed individuals, are included under "Professional Offices."
Laundries and dry-cleaning plants	Service establishments primarily engaged in high-volume laundry and garment services, such as power laundries (family and commercial); garment pressing and dry cleaning; linen supply; diaper service; industrial laundries; and carpet and upholstery cleaners. The use does not include coin-operated laundries or dry-cleaning pick-up stores without dry cleaning equipment (see "Personal Services").
Professional offices	A place where the following kinds of business are transacted or services rendered: engineering, architectural and surveying; real estate agencies; educational, scientific and research organizations; accounting, auditing, and bookkeeping services; writers and artists; advertising agencies; photography and commercial art studios; publishing with offsite printing facilities; employment, stenographic, secretarial, and word processing services; off premise concessions (OPC); reporting services; data processing and computer services; management, public relations, and consulting services; organizational offices; financial services and banks; detective agencies; professional services; attorneys; and counseling services (other than licensed psychiatrists; see "Health Care Services"). Incidental offices are considered accessory uses to a primary use.
Repair services	Service establishments where repair of consumer products is the principal business activity, such as: electrical repair shops; television, radio, and other appliance repair; watch, clock, and jewelry repair; boat repair; small engine repair; and reupholstery and furniture repair. An outdoor storage yard associated with these uses is considered under "Secondary Storage." The use

	does not include businesses serving the repair needs of heavy equipment (see "Industrial Services").
Schools - business and vocational	Business and secretarial schools and vocational schools offering specialized trade and commercial courses. The use includes specialized non-degree granting schools including, but not limited to: music schools; dramatic schools; language schools; driver education schools; ballet and other dance studios; seminaries and other establishments exclusively engaged in training for religious ministries; and establishments furnishing educational courses by mail.
Secondary storage	The outdoor storage of various materials or the public display of merchandise on the same site as a principal building or use that supports the activities or conduct of the principal use and does not increase the intensity of the use. This does not apply to primary uses that include outside storage and display as part of the use.
Light Industrial	
Small Commercial Kitchen	This use consists of small-scale establishments producing prepared foods or beverages, such as baked goods, condiments, frozen foods, preserves, or the like for local distribution at stores or farmers' markets. Outside storage and display is not included. A storefront is required.
Printing and publishing	Establishments engaged in printing onsite by letterpress, lithography, gravure, screen, offset or other common process including electrostatic (xerographic) copying and other "quick printing" services; and establishments serving the printing trade such as book binding, typesetting, engraving, photo engraving, and electro-typing. The use also includes establishments manufacturing business forms and binding devices.
Small-scale manufacturing	Establishments considered to be light manufacturing or cottage industry that produce jewelry, silverware and plated ware; musical instruments; toys; sporting and athletic goods; pens, pencils, and other office and artists' materials; buttons, costume novelties, miscellaneous notions; brooms and brushes; caskets; and other miscellaneous manufacturing industries. The use also includes artisan and craftsman-type operations that are not home occupations and that are not secondary to on-site retail sales. The use also includes small-scale blacksmith and welding services and the manufacture of trusses. Outside storage or display is included as part of the use. Artisan and craftsman-type operations may include demonstrations and classes such as sculpting, pottery, welding, weaving, carving, jewelry making, etc. Retail sales may be a secondary use so long as the majority of for sale items are created on site. This includes makerspaces or similar establishments that accommodate multiple artisan stations.
Wholesale/Storage	
Storage yards	Service establishments primarily engaged in the outdoor storage of motor vehicles, construction equipment, materials or supplies, firewood lots, farm machinery, or industrial supplies on a parcel. Outside storage or display is included as part of the use.

Vehicle and freight terminals	Transportation establishments furnishing services incidental to transportation, such as: freight forwarding services; transportation arrangement services; packing, crating, inspection and weighing services; freight terminal facilities; joint terminal and service facilities; trucking facilities, including transfer and storage; and postal service bulk mailing distribution centers. Outside storage or display is included as part of the use.
Warehousing	Establishments primarily engaged in the storage of furniture, household goods, or other commercial goods, such as warehouses and storage or mini-storage facilities offered for rent or lease to the general public. The use does not include warehouse facilities where the primary purpose of storage is for goods for wholesaling distribution. Outside storage or display is included as part of the use. The use does not include terminal facilities for handling freight (see "Vehicle and Freight Terminals").
PUBLIC SERVICE	
General	
Cemetery	Internment establishment engaged in subdividing property into cemetery lots and offering burial plots or air space for sale. This includes establishments such as: animal cemeteries; cemetery associations; and cemetery, mausoleum, and columbarium operations. The use does not include funeral parlors, cemetery real estate operations, and related facilities listed under "Personal Services."
Cultural facilities	Permanent public or quasi-public facilities generally of a noncommercial nature, such as art exhibitions, planetariums, botanical gardens, libraries, museums, archives, and arboretums.
Day care centers/ preschools	Establishments used for the care of seven or more children residing elsewhere.
Government offices	Buildings containing offices for public agencies, including administrative offices, meeting rooms, and regional post offices. The use does not include offices that are incidental and accessory to another government use such as transit terminals, vehicle storage, campground, or storage yards.
Local Public Assembly Facilities	Facilities for local community assembly, such as community centers, meeting halls, and multi-purpose centers.
Local post office	Establishments providing local neighborhoods with mail service and delivery, such as postal substations and neighborhood delivery centers.
Local public health and safety facilities	Facilities operated by public or quasi-public entities for the local protection of the public, such as: fire stations and other fire prevention facilities; police and sheriff substations; satellite highway maintenance and snow removal facilities; water tanks, pumps, wells and related facilities; monitoring facilities; sewage pumps and related facilities; and emergency services. Outside storage or display is included as part of the use. This use includes facilities used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.
Membership organizations	Permanent meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as: business associations; professional membership organizations; labor unions and similar

	organizations; civic, social and fraternal organizations; political organizations; religious assembly or institutional facilities operated for worship or promotion of religious activities, including churches and incidental religious education; and other membership organizations. The use does not include country clubs in conjunction with golf courses (see "Golf Courses"); lodging (see "Multi-person Dwelling"), or other establishments maintained by religious organizations, such as full-time educational institutions, seminaries, hospitals, and other potentially related operations (such as a recreational camp); these shall be classified according to their respective activities.
Power generating	Establishments engaged in the generation of electrical energy for sale to consumers, including biofuel facilities, hydro facilities, gas facilities, and diesel facilities. Outside storage or display is included as part of the use. The use does not include biofuel facilities accessory to a primary use. Transmission lines located off the site of the power plant are included under "Pipelines and Power Transmission." Electrical substations are included under "Public Utility Centers."
Public utility centers	Public and quasi-public facilities serving as junction points for transferring utility services from one transmission to another or to local distribution and service, such as: electrical substations and switching stations; major telephone switching centers; natural gas regulating and distribution facilities; public water system wells, treatment plants and storage; and community wastewater treatment plants and settling ponds. Outside storage or display is included as part of the use. The use does not include office or service centers (see "Professional Offices or Government Offices").
Regional public health and safety facilities	Regional facilities operated by public or quasi-public entities for protection of the public, such as: fire stations and other fire prevention facilities; water and sewage facilities; transportation maintenance/storage facilities; police and sheriff substations and headquarters, including secondary county short-term incarceration facilities; and solid waste transfer stations that TRPA finds to be regionally serving. "Secondary county short-term incarceration facility" means a county jail (not a state or federal prison facility) that is not the primary jail for the county. This use includes facilities used for training or certification of individuals to work in the aforementioned fields that cannot be conducted in a classroom setting.
Schools – college	Junior colleges, colleges, universities, and professional schools granting associate arts degrees, certificates, undergraduate and graduate degrees, and requiring for admission at least a high school diploma or equivalent general academic training. Accessory uses include eating and drinking and food and beverage retail when proposed at an appropriate scale for the college facility.
Schools - kindergarten through secondary	Kindergarten, elementary, and secondary schools serving grades up to 12, including denominational and sectarian.
Social service organizations	Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged, including emergency shelters and navigation centers (consistent with CA Government Code Section 65583). The use includes

	organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development.
Threshold related research facilities	Public or non-profit research establishments primarily engaged in implementing social, political, and scientific research relating to the Lake Tahoe Environmental Thresholds or the Lake Tahoe ecosystem. The use includes laboratories, monitoring stations, scientific interpretive centers, research and training classrooms, and related support facilities. Overnight multi-person facilities, outside storage, and caretaker facilities may be considered as accessory to this use. The use does not include facilities unrelated to threshold-related research, such as: general college administrative offices and classrooms (see “Schools-College”); and government administrative offices (see “Government Offices”); or non-threshold-related research (which may be conducted under the “Professional Office” use).
Linear Public Facilities	
Pipelines and power transmission	Transportation facilities primarily engaged in the pipeline transportation of refined products of petroleum, such as: gasoline and fuel oils; natural gas; mixed, manufactured, or liquefied petroleum gas; or the pipeline transmission of other commodities. The use includes facilities for the transmission of electrical energy for sale, including transmission and distribution facilities. Outside storage or display is included as part of the use. The use does not include offices or service centers (see "Professional Offices"); equipment and material storage yards (see "Storage Yards"); distribution substations (see "Public Utility Centers"); and power plants (see "Power Generating Plants").
Transit stations and terminals	Passenger stations for vehicular and mass transit systems; also, terminal facilities providing maintenance and service for the vehicles operated in the transit system. The use includes, but is not limited to, buses, taxis, railway, and ferries. Outside storage or display is included as part of the use.
Transmission and receiving facilities	Communication facilities for public or quasi-public, commercial, and private electronic, optic, radio, microwave, electromagnetic, and photo-electrical transmission and distribution, such as: repeater and receiving facilities, feeder lines, and earth stations for satellite communications for radio, television, telegraph, telephone, data network, and other microwave applications. The use includes local distribution facilities such as lines, poles, cabinets, and conduits. Outside storage or display is included as part of the use. The use does not include uses described under “Broadcasting Studios.”
Transportation routes	Public rights-of-way that are improved to permit vehicular, pedestrian, and bicycle travel.
RECREATION	

Beach recreation	Recreational use of a beach, supported by developed facilities such as sanitation facilities, parking, and picnic sites, and nearshore facilities such as multiple-use piers and buoys. Nearshore and foreshore facilities are included in Chapter 81: *Permissible Uses and Structures in the Shorezone and Lakezone*.
Boat launching facilities	Recreational establishments that provide boat launching, parking, and short-term trailer storage for the general public. The storage, mooring, and maintenance of boats are included under "Marinas." Raft launching is included under "Day Use Areas." Outside storage or display is included as part of the use.
Cross country ski courses	Land or premises used as a commercial operation for Nordic skiing. Outside storage or display is included as part of the use.
Day use areas	Land or premises, other than "Participant Sports Facilities," designated by the owner to be used by individuals or the general public, for a fee or otherwise, for outdoor recreation purposes on a daily basis such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, playgrounds, and small demonstration areas (amphitheaters or small stages).
Developed campgrounds	Land or premises designed to be used, let, or rented for temporary occupancy by campers traveling by motorized vehicle, and that contain such facilities as campsites with parking area, barbecue grills, tables, restrooms, and at least some utilities.
Golf courses	An area of land laid out for the game of golf, including driving ranges and putting greens. A golf course may include accessory uses such as an eating and drinking place, clubhouse, and general merchandise store. Outside storage or display is included as part of the use.
Group facilities	Establishments that provide overnight accommodations and outdoor recreation to organized groups such as recreational camps, group or organized camps, and religious camps.
Marinas	Establishments providing water-oriented services, such as yachting and rowing clubs; boat rentals; storage and launching facilities; sport fishing activities; excursion boat and sightseeing facilities; and other marina-related activities, including, but not limited to, fuel sales and boat and engine repair. Marinas contain water-oriented facilities and structures that are regulated and defined in Chapter 84. Condominiums, hotels, restaurants, and other such uses with accessory water-oriented multiple-use facilities are not considered marinas. Outside storage or display is included as part of the marina use.
Outdoor recreation concessions	Facilities that are dependent on the use of outdoor recreation areas, such as onsite food and beverage sales, onsite recreational equipment rentals, parasailing, rafting, and onsite recreation instruction. The use also includes outfitter or guide service establishments whose base facilities are located on or near a recreation area, such as horse packing outfitters or snowmobiling outfitters. Outside storage or display is included as part of the use.
Water-oriented outdoor recreation concessions	Water-oriented outdoor recreation uses, such as food and beverage facilities at public beaches; fishing guide services; parasailing; recreation equipment rental (e.g., boats, wind surfing and beach equipment); but not including boat slips, boat and engine repair or the sale of fuel.

Participant sports facilities	Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and athletic fields (non- professional). Outside storage or display is included as part of the use.
Recreation centers	Indoor recreation establishments operated by a public or quasi-public agency providing indoor sports and community services, such as swimming pools, ice skating rinks, multi-purpose courts, weight rooms, and meeting and crafts rooms.
Recreational vehicle parks	Transient lodging establishments engaged in renting, leasing, or otherwise providing overnight sites for trailers, campers, and recreation vehicles with individual utility hookups. The use also includes accessory facilities such as public restrooms, swimming pools, and manager's quarters.
Riding and hiking trails	Planned paths for pedestrian and equestrian traffic, including trail heads.
Visitor information centers	Nonprofit establishments providing visitor information and orientation.
RESOURCE MANAGEMENT	
Management	
Reforestation	Reestablishment of trees on forest land to perpetuate tree cover, such as ground preparation prior to natural seed fall, artificial seeding or planting, fertilizing, and protecting young plants until established. Both mechanical and chemical techniques may be used. In heavily used recreation areas, special tending techniques may be necessary.
Regeneration harvest	Removal of all trees in one or more cuts from an area for the purpose of creating a new, even-aged stand, especially one dominated by species intolerant of shade. Openings created by regeneration harvests will be reforested by natural seeding, artificial seeding, or through planting.
Sanitation salvage cut	Removal of dead, dying, deteriorating, or highly susceptible trees where insects, disease, animals, fire, wind, or other natural disaster has caused damage. The purpose is to prevent further loss by allowing salvage of wood before it deteriorates.
Selection cut	A method for maintaining or producing an uneven aged stand, preferably of mixed species. In the Lake Tahoe Basin, the method may be applied to convert even-aged stands to an uneven aged condition, to maintain scenic quality, to prepare an area for use as a developed recreation site, or to maintain tree cover within a developed recreation site. The use includes annual or periodic removal of individual or small groups of trees in order to realize the yield and establish a new crop.
Special cut	The cutting of trees for purposes other than timber production, including reasons such as:
	1. Maintenance of a healthy forest so that losses due to insect, disease, or fire will not result in harmful effects to watershed or visual quality on land of Land Capability Districts 1a, 1c, 2, and 1b (stream environment zone), where conventional logging techniques may cause unacceptable water quality impacts or permanent soil damage;

	2. Maintenance of a healthy forest, removal of hazardous trees, and enhancement of foreground views on land developed for recreational, administrative or private purposes, or land intensively used for dispersed recreation; and
	3. Provision of ski trails, conversion of meadow encroachments, provision of vista openings, increase in water yield, or increase in range and wildlife forage. Harvesting may require aerial techniques, and cutting without removal for consumption may be necessary. Cut trees may be utilized on site for fuel wood, wildlife habitat, traffic barriers, or for other purposes.
Thinning	Reducing the number of trees in a stand to achieve the desired density for healthy, vigorous, fast-growing trees. See also "Selection Cut."
Timber stand improvement	Mechanical or chemical investment-type treatments intended to increase the future value of a timber stand by improving the composition, constitution, condition, and/or growth rate of a timber stand, including, but not limited to thinning, pruning, fertilization, and weeding.
Tree farms	An area where trees or other vegetation on the TRPA-approved species list are grown for commercial harvest. The use includes establishments where Christmas trees are cultivated or where other native trees and plants are grown for harvest at a later date.
Wildlife and Fishes	
Early successional vegetation management	Habitat management that results in an area being converted to and/or being maintained in an early successional stage, such as a meadow.
Nonstructural fish habitat management	Habitat management that maintains or improves fish habitat of any species through non-structural means for the primary purpose of perpetuating the cold water fisheries resource through management of their habitat. Includes stream barrier removal, human access control, protection and enhancement of riparian vegetation, and beaver control.
Nonstructural wildlife habitat management	Habitat management that maintains or improves wildlife habitat of any species through nonstructural means for the primary purpose of perpetuating viable populations of wildlife species native to the area through management of their habitat. Includes activities such as prescribed burning, snag protection, seeding and planting, maintenance of canopy closure, control of livestock, and access control.
Structural fish habitat management	Habitat management that includes improvements, such as channel stabilization, fish ladders, the construction and operation of dams, and removal of barriers to fish movement, to benefit specific fish species by replacing or repairing habitat features that have been diminished or altered.
Structural wildlife habitat management	Habitat management that includes improvements, such as installation of nest structures, creation of snags from green trees, water impoundments, guzzlers, shelters, and fencing, to benefit specific wildlife species by replacing or repairing habitat features that have been diminished or altered.
Range	

Farm/Ranch accessory structures	An uninhabited structure or building designed and built to provide cover for cattle, horses, and other related ranch animals, or for storage of farm or ranch implements, supplies, and products. Outside storage or display is included as part of the use. The use does not include any residential use and is not open to the public.
Grazing	Utilizing natural forage as subsistence for livestock.
Range improvement	Structural and nonstructural improvements and their maintenance designed to increase the forage, make forage areas accessible, provide water, and control livestock movement. The use includes prescribed burning, irrigation, fertilization, water developments, fencing, noxious plant control, type conversion, and seeding.
Range pasture management	Activities required to manage the use of pastures for grazing. The primary purpose is to utilize a fenced closure or other type of confined area, and the available forage therein, for livestock, such as pack and saddle horses, mules, and cattle.
Open Space	
Allowed in all areas of the region	Land with no land coverage and maintained in a natural condition or landscaped condition consistent with best management practices, such as deed-restricted properties and designated open space areas.
Vegetation Protection	
Fire detection and suppression	Facilities for the detection and suppression of wildfire to protect life, property, public safety, and resource values. The use includes the operation of lookout towers, aircraft, or other surveillance techniques.
Fuels treatment management	Activities required to treat fuels in order to reduce potential for damaging wildfires and secondarily to enhance visual quality and forest health, such as: tree cutting, treating slash by lopping and scattering, piling and burning, chipping, hauling slash to another area for utilization, burning or burial, and broadcast burning. The use also includes pruning limbs, removing ladder fuels such as brush and small diameter trees, thinning for adequate crown spacing, removing ground and surface fuels, etc. Any treatment that disrupts the vertical and horizontal continuity of fuels could be included. “Fuels Treatment” is equivalent to the following terms: “Fuels Treatment Management,” “Fuels Management,” “Fire Hazard Reduction,” “Fuel Hazard Reduction,” and “Hazardous Fuels Reduction.”
Insect and disease suppression	Activities, including use of biological or chemical means, required to suppress wildland infestations of insects or disease, where silvicultural and other management practices have been insufficient to prevent loss of resources.
Prescribed fire/ burning management	Planned burning under controlled conditions to dispose of slash or fuels, control unwanted vegetation, stimulate the growth of vegetation, control insects and pathogens, and maintain natural ecological succession in order to achieve vegetation and wildlife habitat management goals.

Sensitive plant management	Activities or improvements intended to protect, enhance, perpetuate, or increase the habitat of plant species listed by the state, federal government, or the TRPA as threatened, endangered, rare, or sensitive, such as: protective fencing and cages, livestock control, public education, direct control of people access, rerouting of trails, and other protective measures deemed appropriate to secure the survival of the species.
Uncommon plant community management	Activities or improvements designed to protect, enhance, or perpetuate and ensure the normal ecological processes of a plant community that is of local, regional, state, or national interest.
Watershed Improvements	
Erosion control	Structural or nonstructural techniques applied to a particular site or region to prevent or minimize over land loss of soil or nutrients.
Runoff control	Structural or nonstructural practices designed to provide reasonable assurance that the runoff water quality standards to the surface or ground waters will be achieved.
Stream environment zone restoration	The reestablishment of the natural functions of areas that, prior to modification, were directly influenced by the presence of surface water or near surface groundwater and that have been identified by TRPA as a stream environment zone. Reestablishment includes activities such as the removal of fill material or other encroachments, recontouring, revegetation, or restoration of physical, chemical, and biological attributes. The natural functions of an SEZ include the reestablishment of natural floodplains, the provision of wildlife habitat, protection of the soil resource, and filtration of nutrients and sediments from tributary or storm runoff.

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Notice ID: DUeDzlgVQxeLaaRp7hAb | **Proof Updated: Aug. 24, 2026 at 09:44am PDT**
Notice Name: MTAP @ CC Sept 8 Notice 2

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Columns Wide:	2	**Ad Class:**	Legals
Total Column Inches:	9.98		
Number of Lines:	50		

08/28/2026: Other	139.20
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Tax	$0.00
Processing Fee	$0.00
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NOTICE OF A PUBLIC HEARING

CITY OF SOUTH LAKE TAHOE CITY COUNCIL NOTICE

IS HEREBY GIVEN that in accordance with Sections 65090, 65091, and 65854, (Planning and Zoning Law) of the Government Code, the City of South Lake Tahoe City Council will conduct a public hearing on September 8, 2026, at 9:00 am., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following agenda item:

- Mid-Town Area/Specific Plan and Initial Study/ Negative Declaration

Summary: On August 20, 2026, the Planning Commission adopted Resolution 2026-011, recommending that the City Council adopt the Mid-Town Area Plan and Final Initial Study/Negative Declaration. On September 8, 2026, the City Council will consider adopting the Area Plan which proposes to expand permissible uses; expand the Town Center Overlay to allow greater height, density, and coverage; modify parking requirements; and propose new transportation and area-wide improvements. City Council will also consider adopting the Initial Study/ Negative Declaration. (Anna Kashuba, akashuba@ cityofslt.gov).

Any interested person may appear at the public hearing and present written testimony or speak in favor of or against the project proposal. Pursuant to Government Code Section 65009(b)(2), if you challenge the above application in court, you may be limited to raising only those issues you, or someone else, raised at the public hearing described in this notice or written correspondence delivered to the City of South Lake Tahoe City Council at, or prior to, the public hearing. Written testimony may be addressed to the City Council in care of the City Clerk at PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150.
The City Council agenda and related staff reports are available at least 72 hours in advance of regular meetings on the City's website https://cityofslt.us/84/Watch-City-CouncilCommission-Meetings or by contacting the City Clerk at (530) 542-6005.

Published: August 28, 2026

Column

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Notice Name: MTAP @ CC Sept 8 Notice

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PLANNING	Tribune
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(530) 542-7417	

Columns Wide:	2	**Ad Class:**	Legals
Total Column Inches:	8.98		
Number of Lines:	45		

08/14/2026: Other	125.78
Internet Flat Fee Charge	40.00
Affidavit flat charge	10.00
Subtotal	$175.78
Tax	$0.00
Processing Fee	$0.00
Total	**$175.78**

NOTICE OF A PUBLIC HEARING CITY OF SOUTH LAKE TAHOE CITY COUNCIL

NOTICE IS HEREBY GIVEN that in accordance with Sections 65090, 65091, and 65854, (Planning and Zoning Law) of the Government Code, the City of South Lake Tahoe City Council will conduct a public hearing on September 8, 2026, at 9:00 am., or as soon thereafter as possible, in the City Council Chambers, 1901 Lisa Maloff Way, South Lake Tahoe Airport, to consider the following agenda item:

- Mid-Town Area/Specific Plan and Initial Study/ Negative Declaration

Summary: The City Council will consider adopting the Mid-Town Area/Specific Plan. Major changes proposed by the plan include expanding permissible uses; expanding the Town Center Overlay to allow greater height, density, and coverage; modifying parking requirements; and proposing new transportation and area-wide improvements. City Council will also consider adopting the Initial Study/Negative Declaration. (Anna Kashuba, akashuba@cityofslt.gov).

Any interested person may appear at the public hearing and present written testimony or speak in favor of or against the project proposal. Pursuant to Government Code Section 65009(b)(2), if you challenge the above application in court, you may be limited to raising only those issues you, or someone else, raised at the public hearing described in this notice or written correspondence delivered to the City of South Lake Tahoe City Council at, or prior to, the public hearing. Written testimony may be addressed to the City Council in care of the City Clerk at PublicComment@cityofslt.us or mailed to 1901 Lisa Maloff Way, Suite 206, South Lake Tahoe, CA 96150.

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Published: August 14, 2026

Market and Financial Feasibility Analysis

for the

Mid-Town Area/ Specific Plan

Prepared for:

CITY OF
SOUTH LAKE TAHOE

Prepared by:

WBA
LAND USE STRATEGIES
PLANNING, PERMITTING, AND ECONOMICS

WBA Job No. 0034-04-029

August 24, 2026

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Appendix A: Detailed Feasibility Calculations

Table A-1: Financial Feasibility: Commercial Development Prototype 1 (Al Tahoe Center)

Table A-2: Financial Feasibility: Commercial Development Prototype 1 ALTERNATIVE (Al Tahoe Center)

Table A-3: Financial Feasibility: Commercial Development Prototype 2 (Tahoe Sierra Business District)

Table A-4: Financial Feasibility: Commercial Development Prototype 2 ALTERNATIVE (Tahoe Sierra Business District)

1. Summary of Results

Introduction and Description of Assignment

WBA Land Use Strategies (WBA) has been retained by the City of South Lake Tahoe (City) to assess the market and feasibility implications of the proposed Mid-Town Area/ Specific Plan (MTAP or Plan), which is currently considered for adoption by the City. The purpose of the Financial Feasibility Analysis (Analysis) is to shed light on whether the updated development standards included in the proposed Plan are likely to have a meaningful effect on the new commercial development within the Plan area.

The key question(s) that this Analysis seeks to answer are:

- What is the role of commercial real estate in the MTAP area, and what characterizes the market for commercial development in the MTAP?
- How will the policies in the MTAP likely to affect the financial feasibility of desired new development types within the Plan area?

WBA recognizes that there are certain limitations and conditions that apply to this Analysis, including:

- Development prototypes were developed in concert with the City and represent high-level examples of the types of development that the Plan will allow. In practice, the type, intensity, and character of development actually constructed in the plan area may differ.
- This is an illustrative exercise to demonstrate how the Plan is likely to affect commercial development within the MTAP. The findings presented herein are not a guarantee of specific results, but instead demonstrate broad conclusions in the development feasibility of the plan, based on a reasonable set of assumptions and accepted industry practices.
- The assumptions utilized in this financial feasibility analysis reflect 2026 dollars and are representative of today's current market conditions, i.e., present day development costs, commercial lease rates, operating expenses, and developer return targets. Any significant increases or decreases in these key market- and industry factors will impact the financial pro forma outcomes and conclusions regarding project feasibility of selected prototypes.
- WBA has obtained market data from industry professionals and reputable data sources. However, certain assumptions may be refined over time as better information becomes available.

Overall Summary of Feasibility Results

Key conclusions reached in this study include:

- Developing new commercial development in the City is a challenging endeavor in today's market, owing to the high cost of construction, inconsistent demand from tourism, and relatively small demand from the full-time local population of the area.

- The MTAP is further challenged by lower lease rates compared to other areas of the City, presenting further challenges for new commercial development or redevelopment in the Plan area.

- Given these headwinds, there are opportunities for development and re-development within the MTAP, with several well-located and sizable development sites within the MTAP.

- The proposed development standards in the Plan, including reduced parking requirements, additional height allowances, the availability of additional land coverage, and the addition of housing as an allowed use all serve to improve the financial feasibility prospects for commercial development.

- The Analysis has studied commercial development "prototypes" and evaluated the financial feasibility of developing these prototypes, both under "current" conditions as well as under the revised development standards proposed in the MTAP. The prototypes and alternatives studied in this Analysis are summarized in **Figure 1** below:

Figure 1
Development Prototypes Studied in This Analysis

Development Standard	Existing Conditions	Proposed MTAP
Al Tahoe Center		
Height and Roof Pitch	TRPA Code of Ord. Table 37.4.1-1	46 feet max. w. 3/12 roof pitch
Multi-Family Development	None - not allowed	Allowed, 8 - 65 Units/ Acre
Allowable Land Coverage	30%	70%
Parking Requirements	SLTCC 6.10.410	30% reduction from SLTCC 6.10.410
Commercial Floor Area [1]	18,768	64,817
Floor-Area-Ratio (FAR)	0.23	0.8
Tahoe Sierra Business District		
Height and Roof Pitch	TRPA Code of Ord. Table 37.4.1-1	46 feet max. w. 3/12 roof pitch
Multi-Family Development	Special Use - 15 units/ acre max.	Allowed, 6 - 65 Units/ Acre
Allowable Land Coverage	30%	70%
Parking Requirements	SLTCC 6.10.410	30% reduction from SLTCC 6.10.410
Commercial Floor Area [1]	4,825	23,894
Floor-Area-Ratio (FAR)	0.23	0.80

Prepared by WBA
Sources: City of South Lake Tahoe and WBA

- While development protypes are not financially-feasible under current conditions, the increased intensity of development allowed in the MTAP significantly increases the amount of revenue that can be generated on a given parcel, and meaningfully improves the financial feasibility prospects for new commercial development. **Figure 2** below summarizes the results of the Analysis for both current conditions ("status quo") and using the revised development standards as proposed in the MTAP.

As shown, both prototypes are shown to be infeasible under current ("status quo" conditions), in fact the estimated return on cost is negative. This is not surprising, given the lack of new commercial development occurring within the MTAP area. However, under the revised development standards in the MTAP, the results are significantly improved. Prototype 1 Commercial Development at the Al Tahoe Center is estimated to just barely reach financial feasibility threshold of 15 percent return on cost. Prototype 2 Commercial Development at the Tahoe Sierra Business District is estimated to reach a return on cost of over 10 percent, which is better than the status quo conditions, but does not quite reach the financial feasibility threshold of 15 percent, which is generally considered in this Analysis to denote a "financially-feasible" project. If conditions change marginally in the future by seeing increased lease rates/ building values or decreased development costs, then this prototype may indeed reach the 15 percent financial feasibility threshold.

Figure 2
Summary of Results of Pro Forma Financial Feasibility Analysis

Item	Status Quo	MTAP
Prototype 1: Al Tahoe Center Commercial Development		
Estimated Net Operating Income	$404,375	$1,135,205
Net Sale Proceeds	$7,844,881	$22,022,976
Total Project Costs	$7,946,604	$19,129,291
Net Feasibility Surplus/ (Shortfall)	**($101,723)**	**$2,893,685**
Return on Cost	**-1.3%**	**15.1%**
Prototype 2: Tahoe Sierra Business District Commercial Development		
Estimated Net Operating Income	$103,959	$280,312
Net Sale Proceeds	$2,016,813	$5,438,048
Total Project Costs	$2,046,882	$4,936,608
Net Feasibility Surplus/ (Shortfall)	**($30,069)**	**$501,440**
Return on Cost	**-1.5%**	**10.2%**

Prepared by WBA

- The very high cost of construction in Lake Tahoe, along with relatively soft demand for local-serving retail, office, or similar types of commercial development make it difficult for these types of developments to "pencil out" for a private developer. Certain incentives such as reducing or postponing development fees or TRPA commodities costs or other strategies may improve financial feasibility prospects in the future. Alternatively, if construction costs come down, land values come down, or if lease rates increase significantly as stimulated by an increase in demand), financial feasibility prospects will improve.

- It should be noted that while this study focuses on potential commercial development within the MTAP, residential development is also likely to be stimulated by the proposed policies of the Plan. In fact, one of the key features of the MTAP is that it encourages residential development by making residential an allowable use in many districts that previously did not allow it, and also by allowing higher building heights, allowable density and additional land coverage. Incorporating residential development, and of greater intensity in, will only serve to *improve* the financial feasibility prospects of mixed use/ commercial development in the Plan, although this was not specifically studied in this Analysis.

2. Market Assessment

Market Area Definition and Position

The MTAP occupies a unique position within the City, as it provides an important connection through the center of the of the community and serves several important economic functions. The MTAP spans the corridor between two important "bookend" anchors of the City, namely the Tourist Core area and the "Y" at the western edge. The tourism core of the City is generally agreed upon to exist in the Stateline area at the eastern edge of the City near the California/ Nevada border, and is characterized by a much higher concentration of visitor-serving businesses, such the four major casinos, the Heavenly Ski Resort gondola access, plentiful lodging properties, and key shopping areas. On the opposite side of the City, near the "Y," there are larger shopping centers which tend to be more tailored to local residents and include businesses such as grocery stores, pharmacies pet stores, clothing stores, sporting goods, etc.

The MTAP connects these two important community anchors, and allows for a high degree of flexibility in its makeup and function that is neither strictly visitor-oriented nor local-oriented. Local-serving commercial businesses and services are prevalent through this area. Office users are already an emerging user type, with the CoWork Tahoe property offering high-quality office space of various sizes and configurations. Other office-oriented buildings include the newly-renovated Keep Tahoe Blue headquarters, the Lake Tahoe Unified School District administrative buildings, the Lake Tahoe Community College, and others demonstrate the district's propensity toward businesses and public-service users that are not explicitly tied to tourism.

Market Indicators for Commercial Development

Commercial Lease Rates

Figure 3, below, shows current commercial real estate listings in the City. WBA has separated the listings into three primary categories: those within the MTAP area (or immediate vicinity), those to the west of the MTAP (near the "Y") and those to the east of the MTAP (near Stateline). As shown, properties within the MTAP have an average asking lease rate of $29.57 per square foot (per year), which is slightly higher than the properties near the "Y" ($24.91 per square foot) but significantly lower than the properties near Stateline ($52.50 per square foot).

Figure 3
Active Commercial Real Estate Listing in the City of South Lake Tahoe

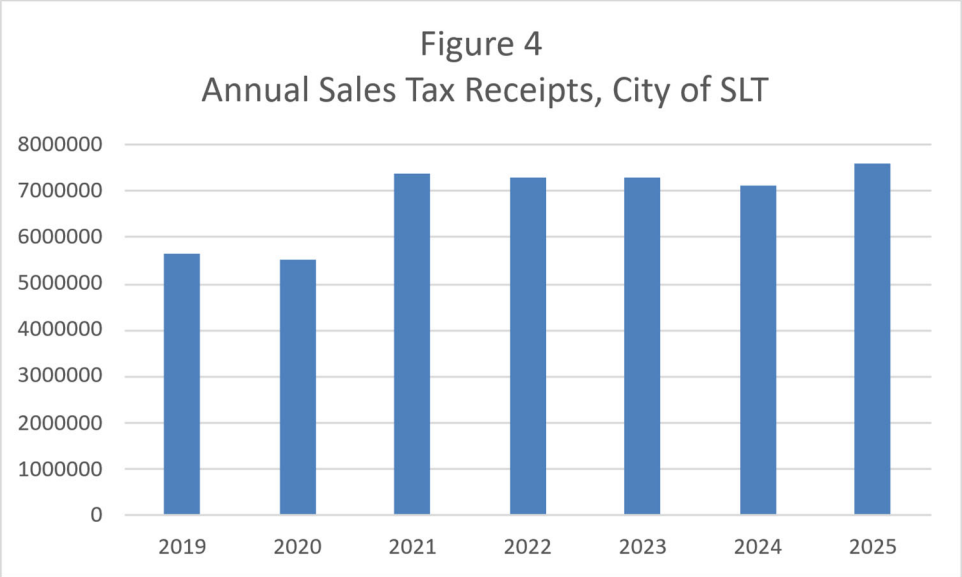
Property	Lease Rate Per S.F./ Yr	Notes
Properties Within MTAP Boundary		
3045 Harrison	$33.00	Two story office/ retail commercial space
3450 Lake Tahoe Blvd. (Old Tep's Building)	$33.00	Former restaurant/ general retail space
2489 Lake Tahoe Blvd. (Tahoe Star Building)	$30.00	Two story office space
3091 Harrison Ave. (Pioneer Center)	$27.00	One-story retail
3053 Harrison Ave. (Pioneer Center)	$30.00	Two story office/ retail commercial space
2719 Lake Tahoe Blvd	$30.00	Warehouse with detached storage building
1029 Takela Dr	$24.00	Retail space within OMNI yoga building
Average Properties Within MTAP Boundary	**$29.57**	
Range Properties Within MTAP Boundary	**$24.00 - $33.00**	
Properties West of MTAP (Near the "Y")		
1077 4th Street	$21.00	Professional/ Medical Office
821 Roger/ Alpina Café	$24.00	Former café
2297 - 2301 Lake Tahoe Blvd. (Tahoe Keys Center)	$24.00	Tahoe Keys Center
2074 Lake Tahoe Blvd	$20.56	Retail/ Medical Office
2311 Lake Tahoe Blvd. (Tahoe Plaza)	$27.00	Two story office space
960 Emerald Bay Road	$27.00	Ground floor retail; office space on second level
1056 Emerald Bay Rd	$20.00	1st floor retail space in Raley's lot at the Y
2042 Lake Tahoe Blvd	$27.00	Two separate first floor suites in Big 5 shopping center at Y
2048-2050 Dunlap Dr	$25.50	Four different suites in two-story office building
870 Emerald Bay Rd	$33.00	Two different suites in two-story office building
Average	**$24.91**	
Range	**$20.00 - $33.00**	
Properties East of MTAP (Near Stateline)		
4000 Lake Tahoe Blvd	$39.00	Two separate first floor suites in Heavenly Village lot
4125 Lake Tahoe Blvd	$66.00	Retail space next to Zalanta
Average	**$52.50**	
Range	**$39.00 - $66.00**	
Average - Citywide	**$26.83**	
Range - Citywide	**$20.00 - 66.00**	

Source: Loopnet.com, as of August 1, 2026

Prepared by WBA

Sales Tax Collections

Commercial development is driven by spending from both local residents and non-residents. **Figure 4** below shows the change in sales tax collections in the City since 2019, which provides context into the overall health of the commercial real estate market. As shown, sales tax collections in the City have experienced a notable increase after 2020 and have remained relatively consisten since that time.

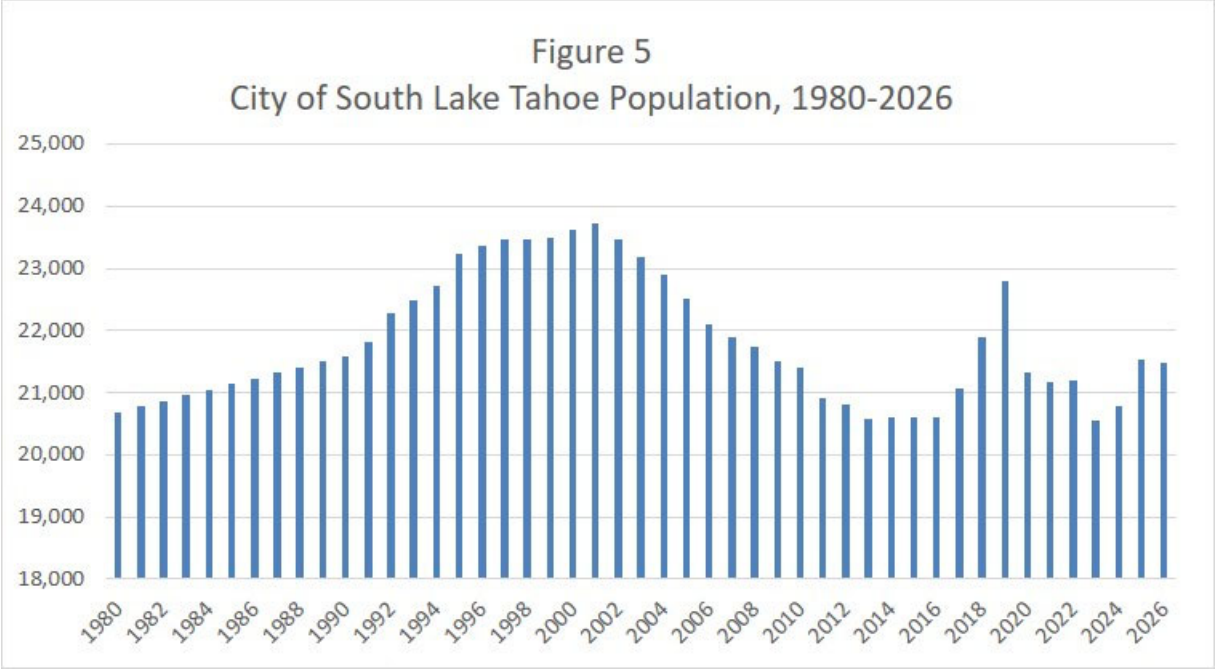


Source: City of South Lake Tahoe Finance Department

Population Changes

Population fluctuations have been an ongoing issue in the City for decades. While the City saw significant population gains in the 1960's, 1970's, and 1980s, that growth began to taper off in the 1990's before beginning a prolonged period of decline beginning around the year 2000 and continuing for the subsequent two decades. This trend is particularly important in regard to commercial land utilization, since resident spending is a large driver of commercial real estate, especially in the MTAP which tends to have more local-serving businesses than other areas of the City. When population fluctuates, it represents unpredictability and risk for the local-serving business community and particularly for speculative commercial development.

Figure 5 shows populations changes in the City from 1980 through 2026, as estimated by the California Department of Finance. As shown, the population decline which started near the turn of the century had concluded around 2014, and since that time, significant variability in population has been observed. Most notably, the City's population "spiked" around 2020 and 2021, coinciding with the COVID-19 "lockdowns" which saw significant new residents relocate to Tahoe as work-from-home policies were enacted and many workers desired to leave crowded cities for more dispersed communities such as South Lake Tahoe. Since that time, population figures have demonstrated a high degree of variability each year but remain significantly higher than pre-COVID levels.



Source: California Department of Finance, E-5 Reports

Opportunity Sites

There are several "Opportunity Sites" that have been identified in a list of Vacant and Underused Properties developed by the City during the preparation of the MTAP, the City's Housing Element, economic development planning, and other City initiatives. This list was created in order to provide recommended priority sites that may meet the City's goals for revitalization and to encourage prospective developers to evaluate these potential assets.

The term "underused" is defined in this case as a property with multiple tenant spaces where one or more spaces has been vacant for 120 days or more.

Figure 6 below identifies properties considered "Vacant" or "Underutilized" within the MTAP. It should be noted that this list does not represent the complete inventory of all properties that are candidates for redevelopment within the MTAP, but which sheds light on the number and character of notable sites which could benefit from the policies of the MTAP and add new commercial development to the City's inventory.

Figure 6
Opportunity Sites Within MidTown Area/ Specific Plan

Property	Address	Acreage
Sunray Motel Property	2659 Lake Tahoe Blvd.	1.24
Former Ahern Rentals	2724 Lake Tahoe Blvd.	0.80
Don Cheepo	3349 Lake Tahoe Blvd.	0.11
Sato / Cup o Cherries	3434 - 3436 Lake Tahoe Blvd.	0.52
1022 Fairway	1022 Fairway	0.17
Advance Garden Supply	2719 Lake Tahoe Blvd.	0.42
3097 Harrison	3097 Harrison	0.92

Prepared by WBA

3. Development Feasibility Analysis

This Chapter describes the key assumptions, calculations, and results of the pro forma financial feasibility testing prepared for the MTAP. This analysis was performed to understand the ability for a commercial development project to achieve financial feasibility from a private developer, and the impact of proposed changes in the MTAP. In consultation with City staff, WBA has developed two hypothetical development concepts, referred to as "Prototypes" herein. Each prototype was tested for its financial feasibility prospects under "status quo" conditions (before the adoption of the MTAP), as well as under an alternative scenario under which the revised development standards of the MTAP allow for more intensive development.

Prototype Definition

Prototype 1: Al Tahoe Center Commercial Development Under Current Conditions

Prototype 1 envisions commercial development on a vacant parcel within the Al Tahoe Center district, as defined in the Plan as the area at the intersection of Lake Tahoe Boulevard and Al Tahoe Boulevard. Under current conditions (prior to the adoption of the MTAP), any new commercial development would likely comprise "typical" commercial development typologies, similar to what currently exists within this district. This may include some combination of local- or tourist-serving businesses such as restaurants, small grocery or pharmacy, gyms, hair salons, or other similar users are likely to occur within this prototype. Office-oriented uses such as real estate offices, accountants, attorneys, or others may also be interspersed within the development.

This district has larger parcels than other areas of the City, with an average parcel size of 1.86 acres (according to the City). Given the limitations on land coverage and allowable height, this type of development would likely comprise one-story commercial, and it is assumed that the typical floor-area-ration (FAR) is 0.23, which is similar to other nearby shopping centers, including the current Al Tahoe Shopping Center.

Prototype 1 Alternative: Al Tahoe Center Commercial Development Under MTAP Design Standards

Under the proposed MTAP, key policies that would allow for greater intensity in commercial development. Reduced parking requirements, additional allowable height, and additional allowable land coverage translate to commercial buildings of higher development intensity and which contain additional leasable area, translating to higher leasing revenues and greater profitability, on average. The prototype alternative is envisioned as primarily consisting of retail space on the ground floor, with additional office space on the second and third levels.

Key Attributes of the Al Tahoe Center Prototype and Alternative are summarized in **Figure 7** below.

Figure 7
Al Tahoe Center - Commercial Development

Development Standard	Existing Conditions	Proposed MTAP
Height and Roof Pitch	TRPA Code of Ord. Table 37.4.1-1	46 feet max. w. 3/12 roof pitch
Multi-Family Development	None - not allowed	Allowed, 8 - 65 Units/ Acre
Allowable Land Coverage	30%	70%
Parking Requirements	SLTCC 6.10.410	30% reduction from SLTCC 6.10.410
Stories	1 Story	3 Stories
Commercial Floor Area [1]	18,768	64,817
Floor-Area-Ratio (FAR)	0.23	0.80

Prepared by WBA
Sources: City of South Lake Tahoe and WBA

[1] Assumes 1.86 acre parcel (which is the average for this district, per CSLT).

Prototype 2: Tahoe Sierra Business District Commercial Development Under Current Conditions

The second major prototype studied in this analysis envisions commercial development within the Tahoe Sierra Business District, which generally spans the area along Highway 50 between the Upper Truckee River and Trout Creek. Similar to Prototype 1 above, Prototype 2 is characterized by highway-oriented, low intensity commercial development with one story buildings, ample parking, and an average FAR of 0.23. The Tahoe Sierra Business District is generally characterized by smaller lot sizes than some other areas of the City, with a typical lot size of 0.48 acres. Given these FAR and lot size factors, the assumed building size for this development type is 4,825 building square feet.

Prototype 2 Alternative: Tahoe Sierra Business District Commercial Development Under MTAP Design Standards

As with the Al Tahoe Center commercial prototypes described above, WBA has analyzed the impact of the MTAP's policies that would allow for greater intensity in commercial development. Reduced parking requirements, additional allowable height, and additional allowable land coverage translate to commercial buildings of higher development intensity and which contain additional leasable area, translating to higher leasing revenues and greater profitability, on average. Similar to the Prototype 1 Alternative, the Prototype 2 Alternative is envisioned as primarily consisting of retail space on the ground floor, with additional office space on the second and third levels.

Key Attributes of the Tahoe Sierra Business District Prototype and Alternative are summarized in **Figure 8** below.

Figure 8
Tahoe Sierra Business District - Commercial Development

Development Standard	Existing Conditions	Proposed MTAP
Height and Roof Pitch	TRPA Code of Ord. Table 37.4.1-1	46 feet max. w. 3/12 roof pitch
Multi-Family Development	Special Use - 15 units/ acre max.	Allowed, 6 - 65 Units/ Acre
Allowable Land Coverage	30%	70%
Parking Requirements	SLTCC 6.10.410	30% reduction from SLTCC 6.10.410
Stories	1 Story	3 Stories
Commercial Floor Area [1]	4,825	16,727
Floor-Area-Ratio (FAR)	0.23	0.80

Prepared by WBA
Sources: City of South Lake Tahoe and WBA

[1] Assumes 0.48 acre parcel (which is the average for this district, per CSLT).

Financial Feasibility Results

WBA has analyzed the financial feasibility prospects for the two Prototypes under current conditions (prior to the adoption of the MTAP) as well as under an alternative scenario that includes the updated development standards of the MTAP.

The financial feasibility analysis evaluates the implications of constructing prospective projects under current market conditions to determine whether they would "pencil out" for a private-sector developer. The analysis estimates revenue generated primarily through leasing, minus annual operating costs, to arrive at annual net operating income (NOI). This NOI is used to estimate the property's potential sale value based on comparable assets. This estimated value is then compared with total development costs, including land, entitlement, design, financing, builder fees, and related expenses, to determine the project's potential profit to the developer. Return expectations vary by developer depending on perceived risk and alternative investment opportunities. Generally, a project should generate at least a 15 to 20 percent return on investment to be considered feasible. If a project is not reasonably expected to meet that threshold, a private developer would be unlikely to assume the associated risk to carry out the project

A summary of the financial feasibility results for each Prototype and Alternative are shown **Figure 2** at the beginning of this report, and is repeated below in **Figure 9**. More detailed calculations and results for each prototype and alternative are shown in **Appendix A**.

The Analysis demonstrates that under current ("status quo") conditions, the new commercial development is *infeasible* and neither prototype achieves the desired 15 percent threshold. However, under the development standards proposed in the MTAP, the financial feasibility prospects are improved significantly, achieving a 15.1 percent return in the Al Tahoe Center Commercial (Prototype 1A) and a 10.2 percent return in the Tahoe Sierra Business District (Prototype 2A). While the Al Tahoe alternative achieves the 15 percent return threshold that denotes a "feasible" project in this Analysis,

the Tahoe Sierra Business District falls a bit short of this threshold but still shows a significantly improved result under the MTAP's revised development standards.

Figure 9
Summary of Results of Pro Forma Financial Feasibility Analysis

Item	Status Quo Total	MTAP Total
Prototype 1: Al Tahoe Center Commercial Development		
Estimated Net Operating Income	$404,375	$1,135,205
Net Sale Proceeds	$7,844,881	$22,022,976
Total Project Costs	$7,946,604	$19,129,291
Net Feasibility Surplus/ (Shortfall)	**($101,723)**	**$2,893,685**
Return on Cost	**-1.3%**	**15.1%**
Prototype 2: Tahoe Sierra Business District Commercial Development		
Estimated Net Operating Income	$103,959	$280,312
Net Sale Proceeds	$2,016,813	$5,438,048
Total Project Costs	$2,046,882	$4,936,608
Net Feasibility Surplus/ (Shortfall)	**($30,069)**	**$501,440**
Return on Cost	**-1.5%**	**10.2%**

Prepared by WBA

Financial Feasibility Analysis – Key Assumptions

Some additional information on the assumptions used in the feasibility calculations for the Development Prototypes include:

- **Monthly Lease Rates.** Based on a review of active commercial real estate listings as of the time of this report, as well as input from local real estate brokers, this Analysis uses of $36.00 per square foot (per year) for retail development, and $24.00 per square foot for office development (typically on the second or third floors in these development prototypes).

- **Net Operating Income.** Net operating income is the annual amount that is left over after all revenues are generated and operating costs are deducted. Operating costs were estimated for the project based on costs at similar apartment communities in the region, as provided by Loopnet, and interviews with local apartment developers/ operators.

- **Capitalization Rates.** Capitalization rates (or "cap rates") describe the relationship between NOI and the estimated market value of a property. The cap rate used in this Analysis is 5.0%, which is in-line with similar commercial real estate assets in the Lake Tahoe region.

- **Land Costs**. The Analysis assumes that land would be purchased at approximately $1,500,000 per acre, which is in line with other recent sales and current listing along the Highway 50 corridor.

- **Direct Construction Costs**. Construction cost assumptions used in the Analysis are from RS Means, and adjusted for the prototypes based on WBA experience and input from local experts. These cost estimates represent the most recent and accurate estimates for total construction costs that prospective developer would incur in order to offer the units for sale to qualified buyers. Certain key assumptions or adjustments are listed below:

- **Soft Costs.**

    - The Analysis assumes all required TRPA commodities, fees, and other costs charged by TRPA are included in the Cumming estimates. This assumption may require additional review and refinement.

    - The construction costs are applied a 30% factor across the board for project soft-costs, which include architectural and engineering fees, permitting fees, TRPA development commodities (such as Commercial Floor Area and [CFA] and land coverage), developer/ construction contingencies, permits, project management, and other costs not directly related to hard construction. Based on discussions with other experts with experience in this field, this is a conservative yet reasonable assumption.

- **Developer Profit.** The analysis assumes that a prospective developer would achieve a reasonable level of financial return, which is assumed to be a 15% return on total project costs. This assumption is consistent with WBA experience and is in-line with other similar feasibility studies. In reality, different developers have appetites for risk and have varying expectations for levels of return. The expectations of individual developers may be higher or lower than those used here. This assumption is subject to refinement in a future update of the Analysis.

Appendix A: Detailed Feasibility Calculations

Table A-1: Financial Feasibility: Commercial Development Prototype 1 (Al Tahoe Center)

Table A-2: Financial Feasibility: Commercial Development Prototype 1 ALTERNATIVE (Al Tahoe Center)

Table A-3: Financial Feasibility: Commercial Development Prototype 2 (Tahoe Sierra Business District)

Table A-4: Financial Feasibility: Commercial Development Prototype 2 ALTERNATIVE (Tahoe Sierra Business District)

Table A-1
Financial Feasibility: Commercial Development Prototype 1 (Al Tahoe Center)

Item	Assumption	Project Value
Protype Description and Assumptions		
Prototype		Commercial Development
Scenario		Existing Conditions (Pre-MTAP)
Location		Al Tahoe Center
Site Area (Acres)	1.86	
Site Area (SF)	81,022	
Allowable Coverage	30%	
Commercial Space - Sq. Ft.	18,768	
Floor-Area-Ratio	23%	
Net Operating Income - Commercial		
Gross Building SF		18,768
Rentable SF	95% Efficiency Ratio	17,830
Rentable Retail Sq. Ft. (Ground Floor)		17,830
Rentable Office Sq. Ft. (Upper Floors)		0
Rent ($/SF/year)		
Rent - Retail Space	$36.00 per SF	$641,866
Rent - Office Space	$24.00 per SF	$0
Subtotal Rent		**$641,866**
Less Vacancy Factor	10%	($64,187)
Annual Gross Revenue		**$577,679**
Less Operating Expenses	30%	($173,304)
Net Operating Income		$404,375
Capitalized Value	5% cap rate	**$8,087,507**
Less Cost of Sale	3%	($242,625)
Net Sale Proceeds		**$7,844,881**
Construction Costs		
Land	$1,500,000 per acre	$2,790,000
Site Preparation	$15.00 per land SF	$1,215,324
Direct Construction Costs - Retail [1]	$150.00 per building SF	$2,815,200
Direct Construction Costs - Office [1]	$175.00 per building SF	$0
Soft Costs	30% of hard costs	$844,560
Total Estimated Construction Cost		**$7,665,084**
Financing Costs	10% of direct costs	$281,520
SUBTOTAL COSTS		**$7,946,604**
Feasibility Surplus/ (Gap)		**($101,723)**
Return on Cost		**-1.3%**

Prepared by Wells Barnett Associates

[1] Includes pro rata share of non-leaseable area.

Table A-2
Financial Feasibility: Commercial Development Prototype 1 (Al Tahoe Center)

Item	Assumption	Project Value
Protype Description and Assumptions		
Prototype		Commercial Development
Scenario		MTAP Standards
Location		Al Tahoe Center
Site Area (Acres)	1.86	
Site Area (SF)	81,022	
Allowable Coverage	70%	
Commercial Space - Sq. Ft.	64,817	
Floor-Area-Ratio	70%	
Net Operating Income - Commercial		
Gross Building SF		64,817
Rentable SF	95% Efficiency Ratio	61,576
Rentable Retail Sq. Ft. (Ground Floor)		20,525
Rentable Office Sq. Ft. (Upper Floors)		44,292
Rent ($/SF/year)		
Rent - Retail Space	$36.00 per SF	$738,914
Rent - Office Space	$24.00 per SF	$1,062,999
Subtotal Rent		**$1,801,913**
Less Vacancy Factor	10%	($180,191)
Annual Gross Revenue		**$1,621,721**
Less Operating Expenses	30%	($486,516)
Net Operating Income		$1,135,205
Capitalized Value	5% cap rate	**$22,704,099**
Less Cost of Sale	3%	($681,123)
Net Sale Proceeds		**$22,022,976**
Construction Costs		
Land	$1,500,000 per acre	$2,790,000
Site Preparation	$15.00 per land SF	$1,215,324
Direct Construction Costs - Retail [1]	$150.00 per building SF	$3,240,850
Direct Construction Costs - Office [1]	$175.00 per building SF	$7,561,983
Soft Costs	30% of hard costs	$3,240,850
Total Estimated Construction Cost		**$18,049,007**
Financing Costs	10% of direct costs	$1,080,283
SUBTOTAL COSTS		**$19,129,291**
Feasibility Surplus/ (Gap)		**$2,893,685**
Return on Cost		**15.1%**

Prepared by Wells Barnett Associates

[1] Includes pro rata share of non-leaseable area.

Table A-3
Financial Feasibility: Commercial Development Prototype 1 (Tahoe Sierra Business District)

Item	Assumption	Project Value
Protype Description and Assumptions		
Prototype		Commercial Development
Scenario		Existing Conditions (Pre-MTAP)
Location		Tahoe Sierra Business District
Site Area (Acres)	0.48	
Site Area (SF)	20,909	
Allowable Coverage	30%	
Commercial Space - Sq. Ft.	4,825	
Floor-Area-Ratio	23%	
Net Operating Income - Commercial		
Gross Building SF		4,825
Rentable SF	95% Efficiency Ratio	4,584
Rentable Retail Sq. Ft. (Ground Floor)		4,584
Rentable Office Sq. Ft. (Upper Floors)		0
Rent ($/SF/year)		
Rent - Retail Space	$36.00 per SF	$165,015
Rent - Office Space	$24.00 per SF	$0
Subtotal Rent		**$165,015**
Less Vacancy Factor	10%	($16,502)
Annual Gross Revenue		**$148,514**
Less Operating Expenses	30%	($44,554)
Net Operating Income		$103,959
Capitalized Value	5% cap rate	**$2,079,189**
Less Cost of Sale	3%	($62,376)
Net Sale Proceeds		**$2,016,813**
Construction Costs		
Land	$1,500,000 per acre	$720,000
Site Preparation	$15.00 per land SF	$313,632
Direct Construction Costs - Retail [1]	$150.00 per building SF	$723,750
Direct Construction Costs - Office [1]	$175.00 per building SF	$0
Soft Costs	30% of hard costs	$217,125
Total Estimated Construction Cost		**$1,974,507**
Financing Costs	10% of direct costs	$72,375
SUBTOTAL COSTS		**$2,046,882**
Feasibility Surplus/ (Gap)		**($30,069)**
Return on Cost		**-1.5%**

Prepared by Wells Barnett Associates

[1] Includes pro rata share of non-leaseable area.

Table A-4
Financial Feasibility: Commercial Development Prototype 1 (Tahoe Sierra Business District)

Item	Assumption	Project Value
Protype Description and Assumptions		
Prototype		Commercial Development
Scenario		Existing Conditions (Pre-MTAP)
Location		Tahoe Sierra Business District
Site Area (Acres)	0.48	
Site Area (SF)	20,909	
Allowable Coverage	70%	
Commercial Space - Sq. Ft.	16,727	
Floor-Area-Ratio	70%	
Net Operating Income - Commercial		
Gross Building SF		16,727
Rentable SF	95% Efficiency Ratio	15,891
Rentable Retail Sq. Ft. (Ground Floor)		5,297
Rentable Office Sq. Ft. (Upper Floors)		10,594
Rent ($/SF/year)		
Rent - Retail Space	$36.00 per SF	$190,688
Rent - Office Space	$24.00 per SF	$254,251
Subtotal Rent		**$444,939**
Less Vacancy Factor	10%	($44,494)
Annual Gross Revenue		**$400,445**
Less Operating Expenses	30%	($120,134)
Net Operating Income		$280,312
Capitalized Value	5% cap rate	**$5,606,235**
Less Cost of Sale	3%	($168,187)
Net Sale Proceeds		**$5,438,048**
Construction Costs		
Land	$1,500,000 per acre	$720,000
Site Preparation	$15.00 per land SF	$313,632
Direct Construction Costs - Retail [1]	$150.00 per building SF	$836,352
Direct Construction Costs - Office [1]	$175.00 per building SF	$1,951,488
Soft Costs	30% of hard costs	$836,352
Total Estimated Construction Cost		**$4,657,824**
Financing Costs	10% of direct costs	$278,784
SUBTOTAL COSTS		**$4,936,608**
Feasibility Surplus/ (Gap)		**$501,440**
Return on Cost		**10.2%**

Prepared by Wells Barnett Associates

[1] Includes pro rata share of non-leaseable area.

Mid-Town Area Plan

Recommended Adoption of the Area Plan and Initial Study/Negative Declaration

City Council

September 8, 2026

CITY OF SOUTH LAKE TAHOE



Contents

- Introduction
- Plan development process
- Districts summary
- General proposed changes
- Implementation strategies
- Questions

Area Plan Introduction

- Provide direction for a specific area
- Build on General Plan goals and policies
  - Transportation and Circulation
  - Recreation and Open Space
  - Land Use and Community Design

- Long range planning document, 20-year vision
  - Allowed land uses
  - Minimum and maximum densities
  - Site design standards
  - Building design standards
  - Public improvements



Before



Area Plan Development Process

Public Hearings

May 7, 2024	City Council project kick-off
June 4, 2024	City Council adoption of PSA with Design Workshop
August 21, 2024	Parks and Recreation Commission Bijou Park scenarios
September 10, 2024	Discussion of priorities with City Council
November 12, 2024	Public art discussion at Arts, Culture, and Tourism Commission
May 15, 2025	Planning Commission review of design standards
May 28, 2025	Presentation of project goals and direction to TRPA Regional Plan Committee
August 12, 2025	City Council review of design standards, policies, and implementation strategies

Further Outreach

- Community events (3)
- Open houses (4)
- Community organization presentations (2)
- Stakeholder meetings (13, virtual and in person)
- Stakeholder workshops (2, two-day sessions)
- Coordination with partner agencies (6).
- Online public comment application
- Adjacent efforts: Councilors of Real Estate's Transforming Neighborhoods initiative and Tahoe Chamber South Shore Business Walk



Mid-Town Goals: Revitalization

- Implement policy and design standards that support all housing types
- Emphasize the area as an arts and culture center
- Consider unique needs of public service uses within the plan area
- Identify enhancements and gaps to work towards a safe and interconnected active transportation network
- Explore community demand/desire for enhancements to recreation assets
- Develop an implementation chapter that provide incentives and to achieve plan goals





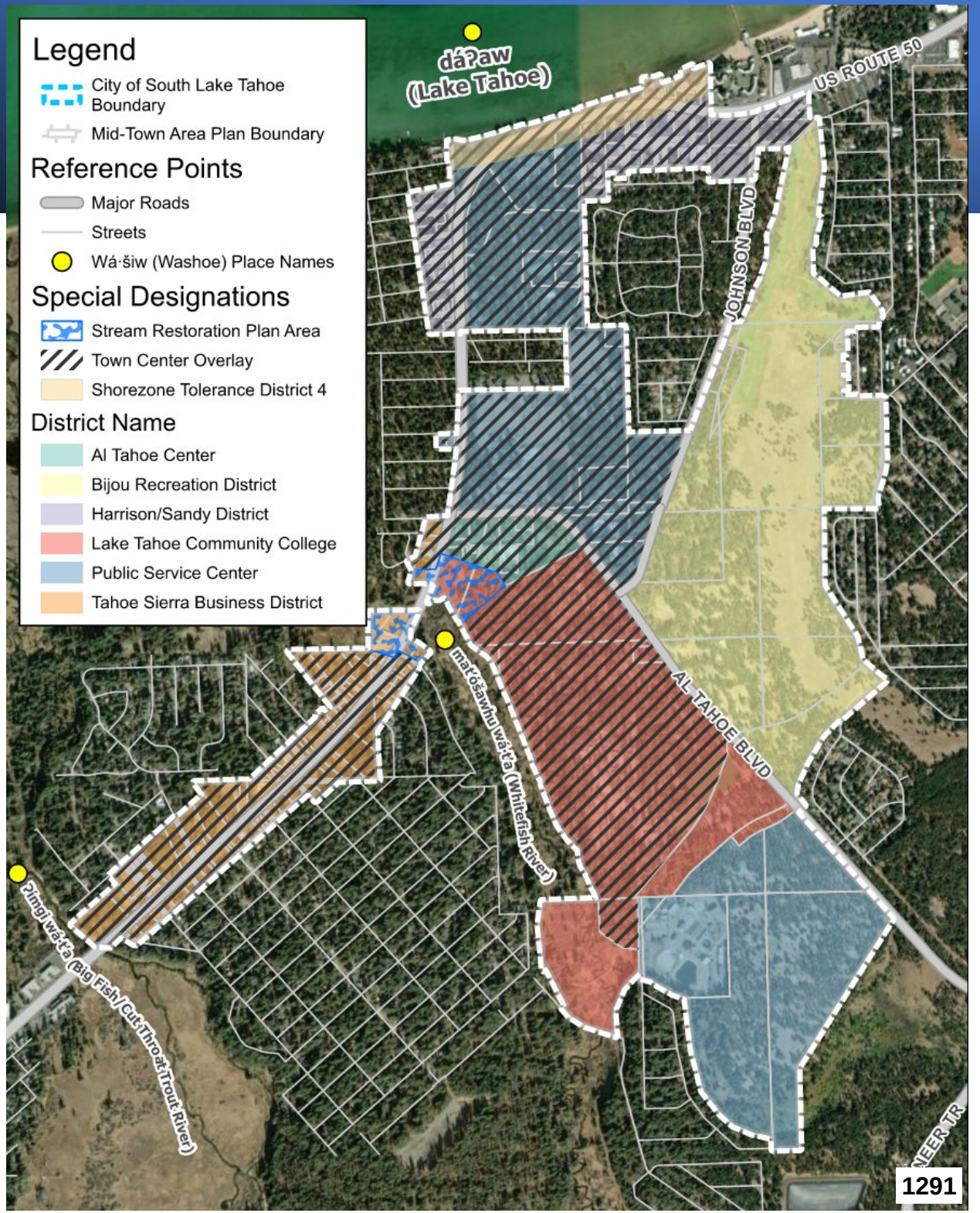
Proposed Zoning

Districts

- Harrison/Sandy District
- Public Service Center
- Bijou Recreation District
- Al Tahoe Center
- LTCC
- Sierra Tahoe Business District

Special Designations

- Town Center Overlay
- Shorezone Tolerance District 4
- Stream Restoration Area



Al Tahoe Center

- Close to major employers
- High mixed-use potential
- Emphasize community gathering areas
- Maximize views of Trout Creek and the surrounding open space
- Explore redevelopment incentives to transform area

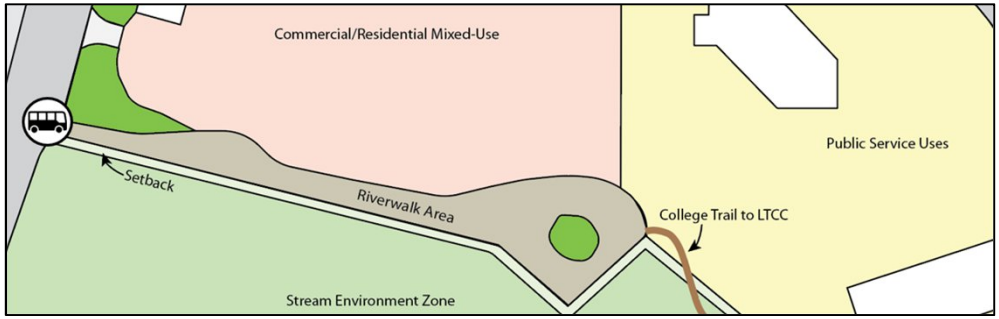


Development Standard	Existing	Proposed (units/acre)
Multifamily Density	-	8-65 (A1 – condos only)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1	46 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	Added: Multiple family dwelling, multi-person dwelling, nursing and personal care, residential care, single family dwelling (condos only), nursery, special event area (S), secondary storage (S), small commercial kitchen, small-scale manufacturing, membership organization, participant sports facilities (S), outdoor recreation concessions (S), riding and hiking trails (S), visitor information centers Removed: Building materials and hardware, auto repair and service	

Al Tahoe Center

Trout Creek Community Riverwalk Concept

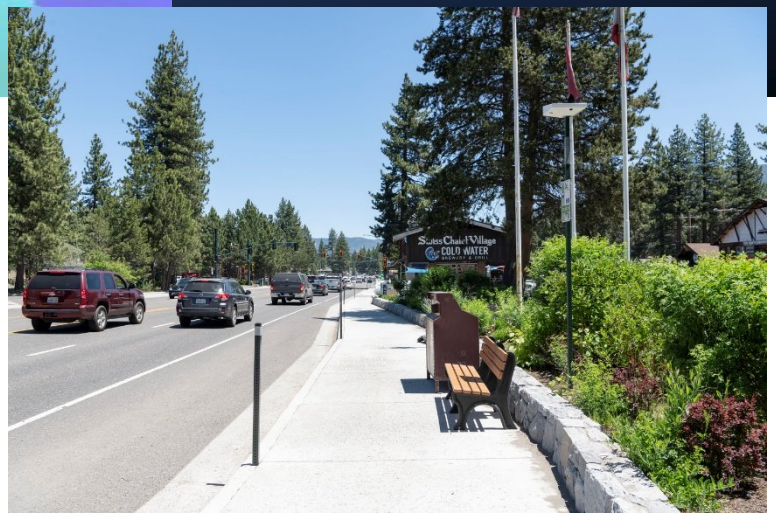
Explore incentives to bring property owners together in a cohesive redevelopment strategy that creates housing, community spaces, and integration with nearby open space.



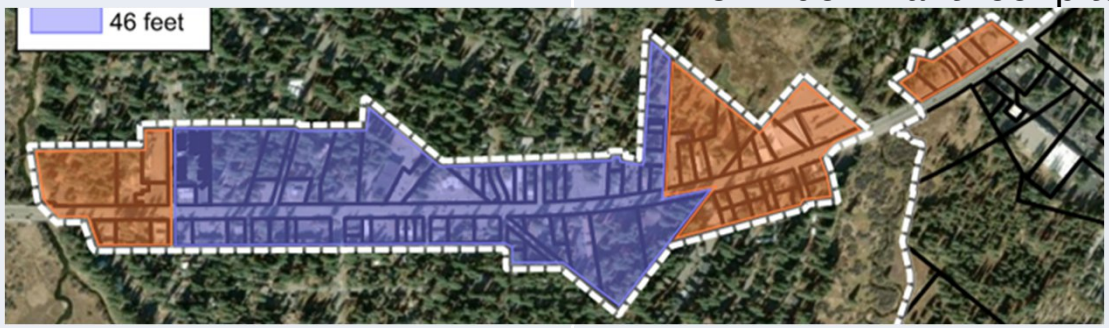




Tahoe Sierra Business District



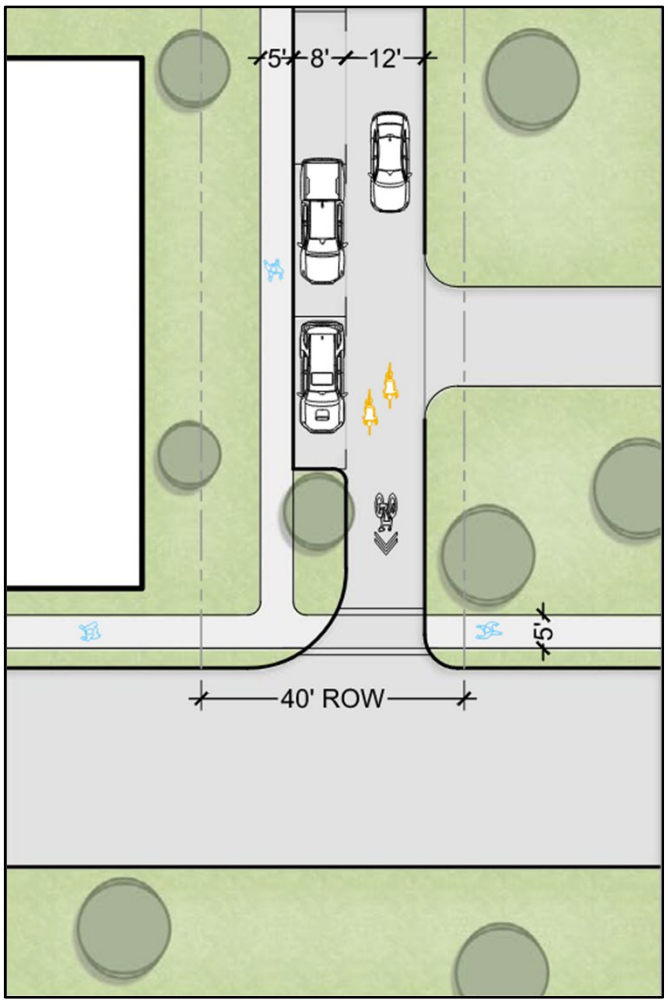
- Maintain a strong commercial presence, but incorporate modest residential uses
- Restoration and open space
- Reduce automobile reliance

Development Standard	Existing	Proposed (units/acre)
Multifamily Density	15 units per acre (S)	6-65 (A)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1 	34 (orange) to 46 (purple) feet, with 3:12 dominant roof pitch
Use (does not include SUP status change)	Added: Multiple family dwelling, multi-person dwelling, nursing and personal care, residential care, single family dwelling (condos only), special event area (S), small commercial kitchen Removed: None	

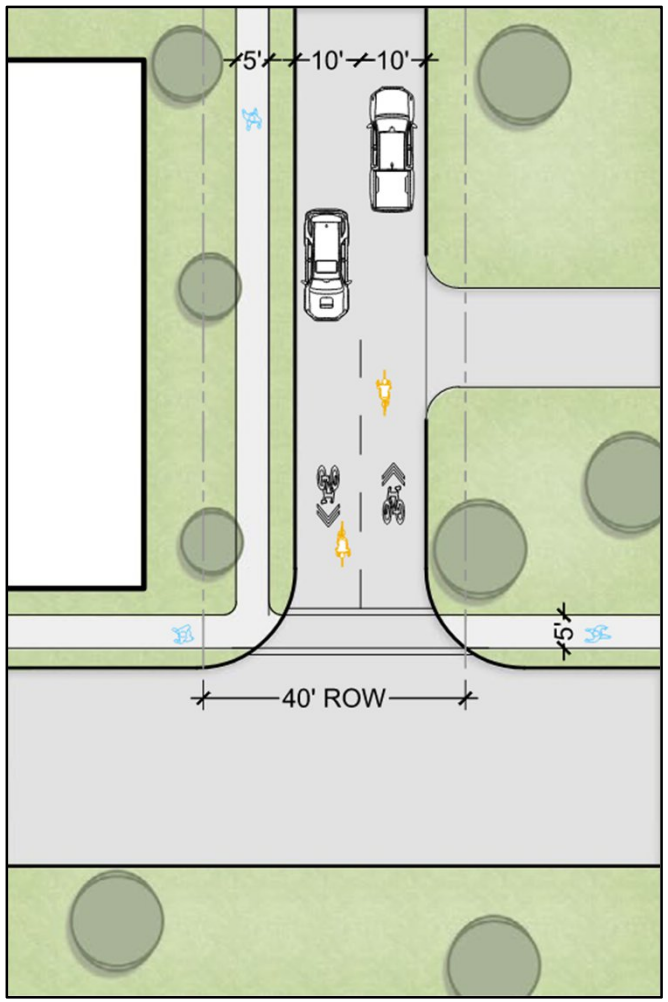
Tahoe Sierra Business District

Bike Boulevard

- Palmira Ave. as starting conditions
- Traffic calming
- Road markings
- Wayfinding
- Street parking
- Further outreach
- Speed and traffic direction limits



Concept A



Concept B

Public Service Center

- Facilitate growth of the public services that serve South Lake Tahoe and the surrounding area
- Recognize unique needs of public service uses
- Implement 56-Acres Master Plan



Development Standard	Existing	Proposed (units/acre)
Multifamily Density	15 units per acre (A)	2-65 (A)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	Added: Multi-person dwelling, nursing and personal care, residential care, general retail and personal service, small-scale manufacturing, storage yards (S), vehicle storage and parking (S), membership organization, power generating (S), beach recreation, boat launching, riding and hiking trails Removed: Collection stations	

Harrison/Sandy District

- “Locals’ downtown”
- Lack of pedestrian infrastructure in Sandy Way area
- Create and improve upon shared parking facilities
- Decrease congestion and solve parking conflicts



Development Standard	Existing	Proposed (units/acre)
Multifamily Density	15 units per acre (S)	6-65 (A)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1	42 feet maximum with 5:12 dominant roof pitch or 34 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	Added: Nursing and personal care, residential care, special event area (S), small commercial kitchen, printing and publishing, small-scale manufacturing, regional public health and safety facilities (S), membership organization Removed: None	

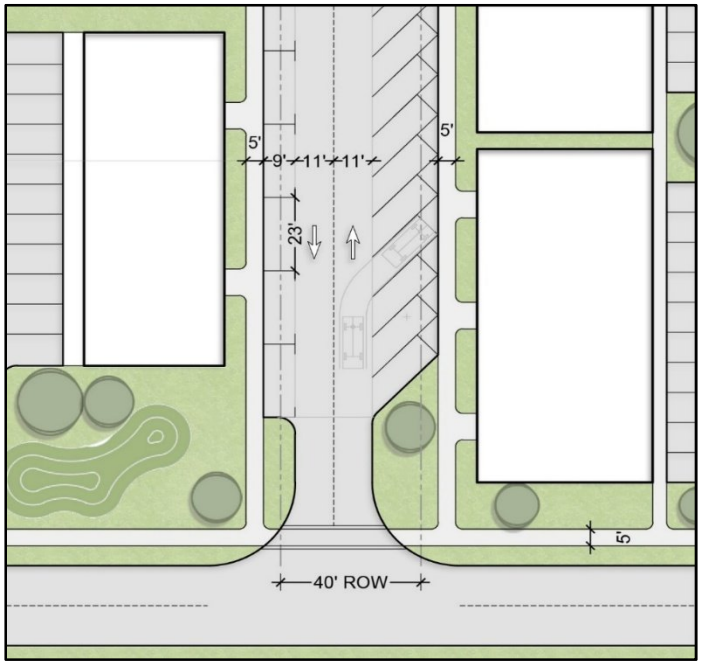
Harrison/Sandy District

Sandy Way Streetscape Improvements

- Similar approach to Harrison Ave
- Facilitate pedestrian circulation
- Create pedestrian spaces/outdoor seating
- Formalize street parking
- Incorporate landscaping and stormwater infrastructure
- Explore parking management strategies



Concept A



Concept B

Lake Tahoe Community College

- Accommodate needs of students and the greater community
- Allow a variety is uses at an appropriate scale to support student life and hosted events
- Additional housing needs



Development Standard	Existing	Proposed (units/acre)
Multifamily Density	15 units per acre (A)	2-65 (A)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1	56 feet maximum with 3:12 dominant roof pitch
Use (does not include SUP status change)	Added: Multi-person dwelling, general retail and personal services (S), outdoor retail sales (S), broadcasting studios, secondary storage, small-scale manufacturing, membership organization, power generating (S), riding and hiking trails Removed: Developed campgrounds, collection stations, cemetery, business support services, contract construction services	

Bijou Recreation District

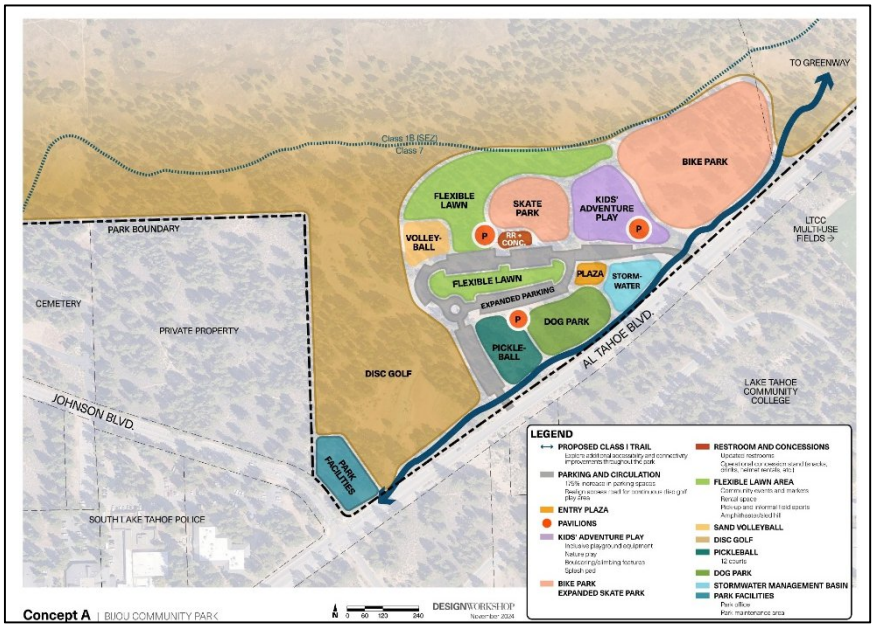
- Accessibility and parking constraints prevent optimal use
- More flexible gathering spaces and event areas
- Improvements and activities for year-round use
- Relocate Bijou Golf Course operations
- Address operations needs

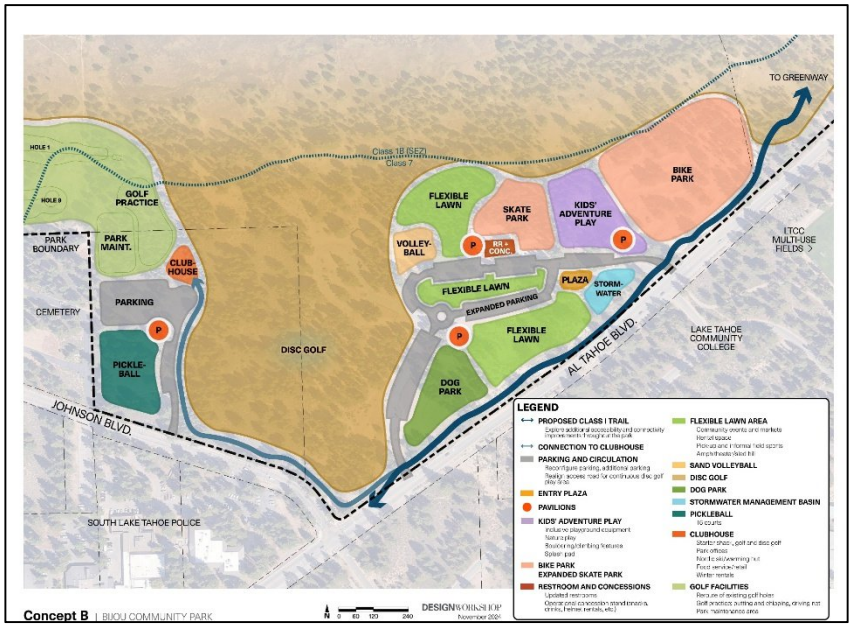


Development Standard	Existing	Proposed (units/acre)
Multifamily Density	-	2-4 (S)
Height and Roof Pitch	TRPA Code of Ordinances Table 37.4.1-1	No change
Use (does not include SUP status change)	Added: Multiple family dwelling (S), multi-person dwelling (S), nursing and personal care (S), residential care (S), special event area (S), secondary storage (S), recreation centers (S) Removed: Domestic animal raising, local post office, regional public health and safety facilities, membership organization, public utility centers	

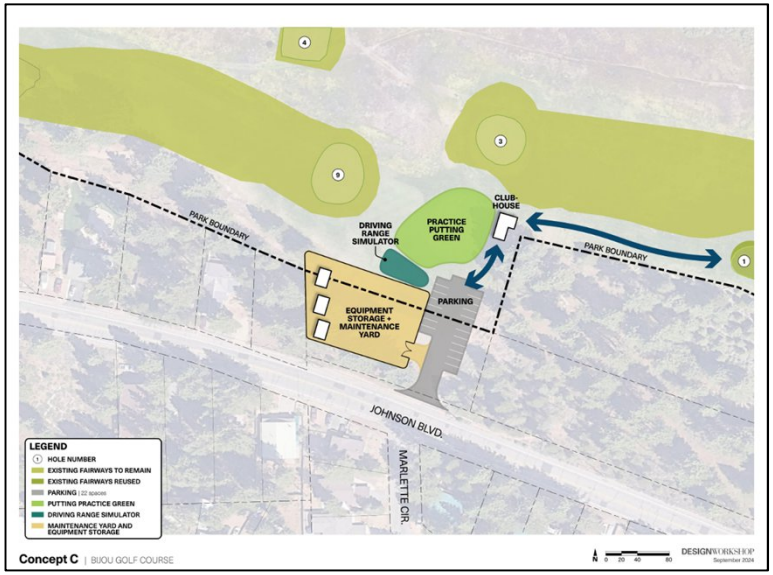
Bijou Recreation District

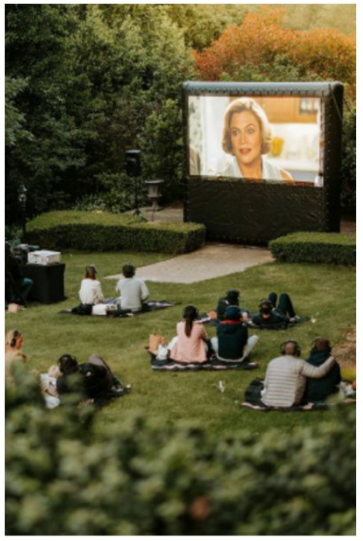
Site Design and Vision











General Development and Design Standards

Housing

- Maximum multifamily residential density in Town Centers, including single-family condominium developments, is 65 units per acre. This is superseded by TRPA Code of Ordinances Table 13.5.3-1.
- TRPA Phase 2 Affordable and Workforce Housing Code Amendments (December 2023) are proposed to be implemented

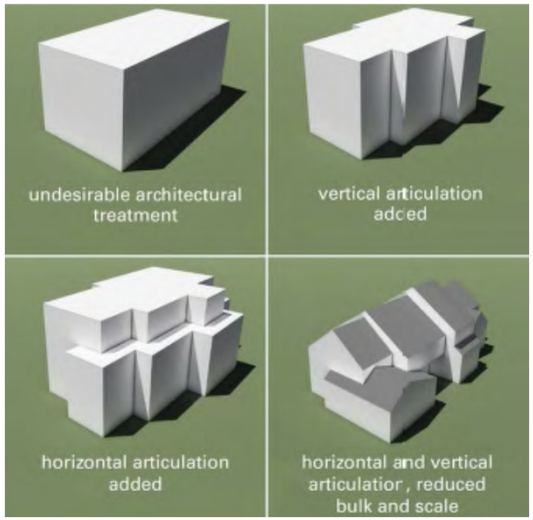
Coverage

- Town Center parcels (high capability only) will be allowed coverage up to 70%
- An alternative comprehensive coverage management system is proposed for public service uses on parcels or project areas greater than one-third acre
  - Land Capability Districts 1 through 3 base allowable coverage may be placed within Land Capability District 4 through 7.
  - Land Capability Districts 4 and 5 base allowable coverage may be placed within any higher land capability district.
  - District 6 and 7 coverage may be used interchangeably.

General Development and Design Standards, cont.

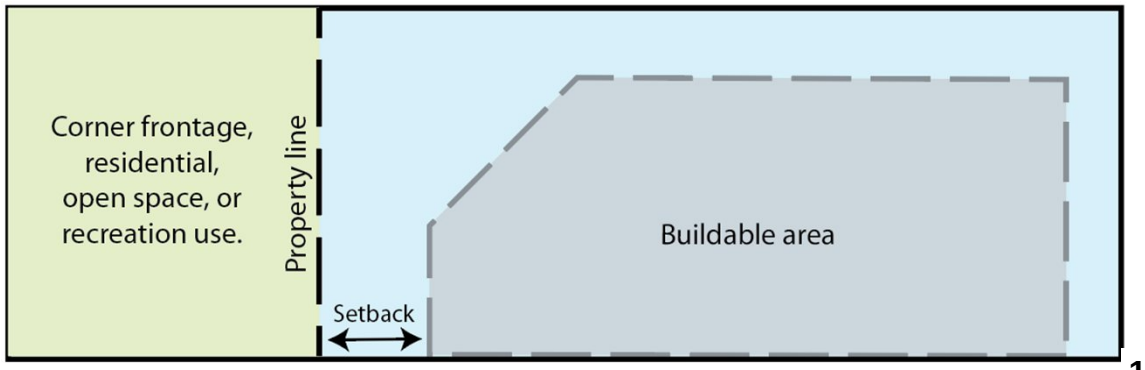
Site Design

- Buildings shall towards the front of parcels, shielding parking and loading areas
- Site design shall facilitate modes of transportation other than automobiles
- Community space requirements
- Landscaping and best management practices



Building Design

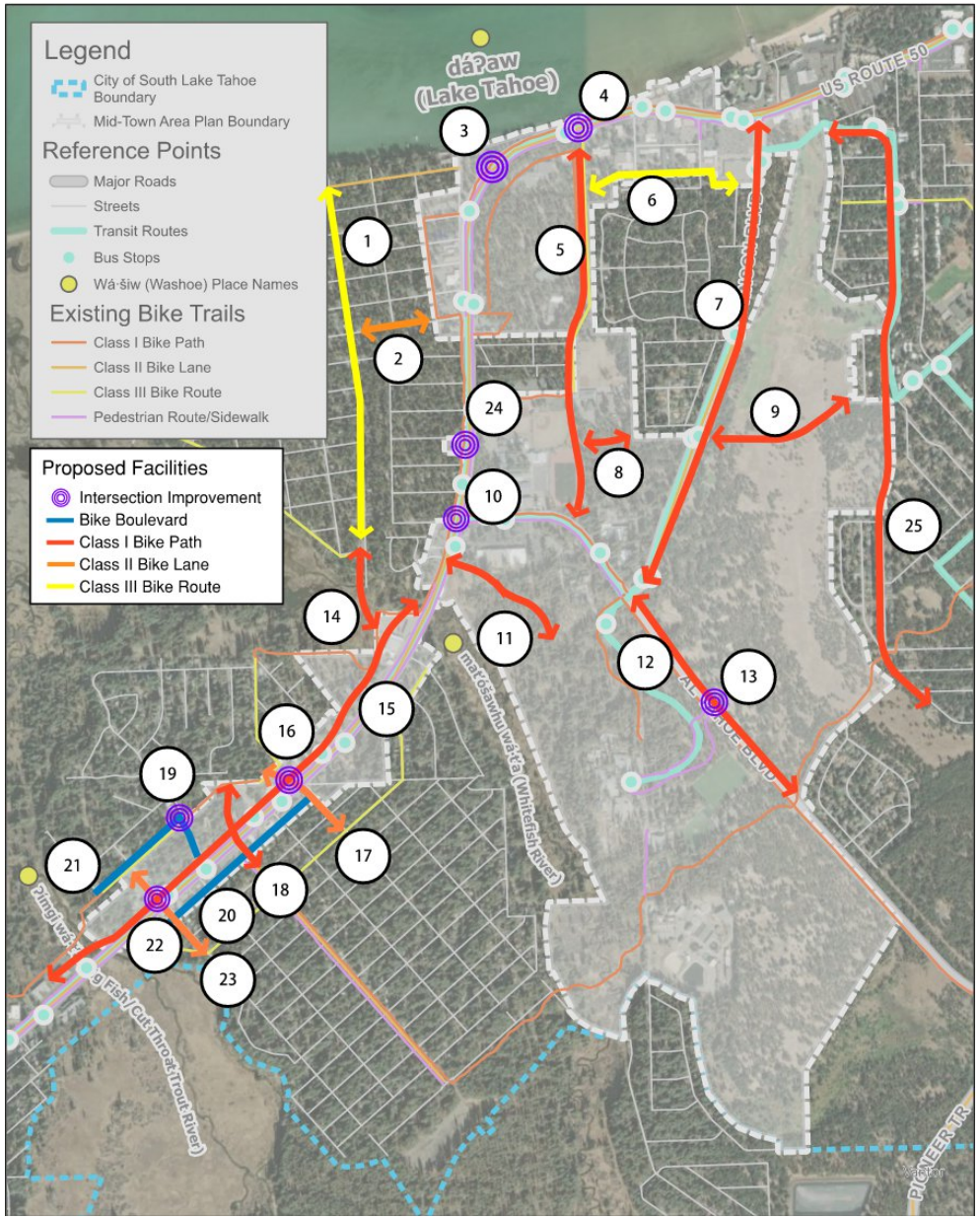
- Flat roofs shall not be visible from public rights of way
- Horizontal and vertical articulation requirements
- Ground floors shall engage pedestrians
- Siding shall be natural or natural appearing materials
- All colors must be earth tones
- Step backs when at a street corner, adjacent to a residential district, or open space/recreation use



1303

Parking and Transportation

- All uses may apply a 30% reduction to the number of required parking spaces
- No minimum parking requirement for a select number of uses, primarily public service and recreation
- 12 newly identified transportation projects
  - Bike lanes through residential areas
  - Class III/off road connections
  - Intersection improvements



Implementation Strategies

Long Term

- Landbank
- Property tax abatement
- Public/private partnerships
- Corridor beautification
- Paid parking
- In-lieu fees for public improvements
- Reinvestment zones
- Public art funding and priority zone

Short Term

- Define “new construction”
- Bijou Golf Course and Park Implementation Plan (in progress)
- Excess coverage mitigation assistance

Economic Analysis of Changes Under the MTAP

- Return on cost for two commercial development prototypes moves from negatives to 10-15%

Environmental Analysis

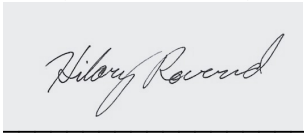
- Potential environmental impacts of the area plan have been evaluated in an initial study (IS)
  - All impacts were found to be less than significant
  - Negative declaration prepared and circulated for public comments from July 21 to August 19

Questions and discussion.

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 16

Agenda Item: Approval of Resolution Authorizing Exchange and Bargain Sale Agreement and Joint Escrow Instructions with the California Tahoe Conservancy, to exchange 180.5 acres of City-owned property adjacent to Trout Creek and Cold Creek and on Link Road (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080020-008, 031-030-020, and 031-030-039) for 7.1 acres of Conservancy-owned property near El Dorado Beach, various City water quality projects, Al Tahoe Pioneer Cemetery, Lake Tahoe Airport, and Tahoe Island Drive (APNs 027-010-016, -024, and -029, 027-073-005, 027-074-006, 027-112013, -014, -015, -016, -017, and -024, 027-134-022, 027-053-014, 031-173-002, and -004, 026-065016, 032-090-013, and 023-686-016).

Executive Summary: On September 6, 2022, the City Council adopted Resolution 2022-117, declaring seven city-owned parcels exempt surplus property and authorizing the City Manager to negotiate a land exchange agreement with the Conservancy. The Conservancy Board adopted Resolution 22-09-03 on September 15, 2022, authorizing the Conservancy staff to execute the exchange and transfer of Conservancy-owned lands to the City. On February 19, 2025, City staff mailed the Notice of Availability to 22 entities and four Native American Tribes. The California Department of Housing and Community Development approved the properties as exempt surplus lands on August 28, 2025. This land exchange will increase public land management efficiencies.

Requested Action / Suggested Motions: Pass a Resolution authorizing exchange and bargain sale agreement and joint escrow instructions with the California Tahoe Conservancy, to exchange 180.5 acres of City-owned property adjacent to Trout Creek and Cold Creek and on Link Road (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080020-008, 031-030-020, and 031-030-039) for 7.1 acres of Conservancy-owned property near El Dorado Beach, various City water quality projects, Al Tahoe Pioneer Cemetery, Lake Tahoe Airport, and Tahoe Island Drive (APNs 027-010-016, -024, and -029, 027-073-005, 027-074-006, 027-112013, -014, -015, -016, -017, and -024, 027-134-022, 027-053-014, 031-173-002, and -004, 026-065016, 032-090-013, and 023-686-016).

Responsible Staff Member: John Hitchcock, Planning Manager

Reviewed and Approved By: Zachary Thomas, Director of Development Services Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

- 01-Staff_Report_Land_Exchange__.docx
- 02-CC_Resolution_2022-117.pdf
- 03-CTC_Resolution_22-09-03.pdf
- 04-Link Rd Project Location Map.pdf
- 05- Lakefront Parcels Location Map.pdf
- 06-CTC Grant CTA-9051.pdf
- 07-Existing Dirt Trail.pdf
- 08- Link Rd Constraints.pdf
- 09- Access Map.pdf
- 10-Spur Alignment.pdf
- 11-Sierra Shores Permit Conditions.pdf
- 12-Sierra Shores Plan Set.pdf
- 13-Washoe Tribe Withdrawal Email.pdf

14-HCD_Exemption_Review.pdf
15-Land_Exchange_Resolution26-XXX___Exhibit_A-c1.docx
16-City to CTC Grant Deed - Final Draft Amended.docx
17-CTC to City Grant Deed w restriction - Final Draft.docx

City of South Lake Tahoe
Report to City Council

Meeting Date: September 8, 2026

Title: Approval of Resolution Authorizing Exchange and Bargain sale agreement and joint escrow instructions with the California Tahoe Conservancy, to exchange 180.5 acres of City-owned property adjacent to Trout Creek and Cold Creek and on Link Road (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080020-008, 031-030-020, and 031-030-039) for 7.1 acres of Conservancy-owned property near El Dorado Beach, various City water quality projects, Al Tahoe Pioneer Cemetery, Lake Tahoe Airport, and Tahoe Island Drive (APNs 027-010-016, -024, and -029, 027-073-005, 027-074-006, 027-112013, -014, -015, -016, -017, and -024, 027-134-022, 027-053-014, 031-173-002, and -004, 026-065016, 032-090-013, and 023-686-016).

Location: Various parcels in the City and El Dorado County

Responsible Staff Member: John Hitchcock, Planning Manager

Background: City and California Tahoe Conservancy ("Conservancy") staff have discussed exchanging land to more efficiently manage public land assets. The City and Conservancy have a history of coordinating exchanges for this purpose. Previous exchanges have benefited the Harrison Avenue public improvement project, area-wide stormwater projects, the Bijou Meadow stream environment zone restoration ("SEZ") project, the Bijou Community Playfields, and the construction of the Dennis T. Machida Memorial Greenway trail.

On September 6, 2022, the City Council adopted Resolution 2022-117 (see Attachment 02) declaring seven city-owned parcels to be exempt surplus property and authorized the City Manager to negotiate a land exchange agreement with the Conservancy. The Conservancy Board adopted Resolution 22-09-03 (see Attachment 03) on September 15, 2022, authorizing the Conservancy staff to execute the exchange and transfer of Conservancy-owned lands to the City.

On June 2, 2026, the City Council considered the City Land Exchange with the California Tahoe Conservancy. After completing deliberations, Councilmember Robbins made a motion (seconded by Councilmember Jinkens) to continue the item and direct staff to research and return with additional information regarding the feasibility of developing the Link Road properties (see Attachment 04) with housing, rerouting the existing bicycle path outside the floodplain, and constructing a spur loop to connect the existing bike trail to Sussex Avenue, which many cyclists and pedestrians currently use as an impromptu trail and shortcut. The Council also directed staff to research whether the City entered into a Development Agreement with the developers of the Sierra Shores Timeshare Project to construct a bicycle/pedestrian path connecting the Lakefront parcels to Connelly Beach (see Attachment 05).

Issue and Discussion:

Link Road Parcels

These parcels include approximately 3.5 acres of land acquired by the City in the 1990s (APNs 031-030-020 and 031-030-039). The two parcels were acquired using Conservancy grant funds to remove an auto-recycling yard and restore the site. The City received a $650,000 grant (see Attachment 06) to acquire the parcels pursuant to Government Code Section 66909.7 et seq., which are dedicated to acquiring land for open space and recreational uses. The grant specifically states that the City would use the parcels for open space preservation and for the possible construction of a bicycle trail at a future date, and that no other use, sale, or disposition of the property inconsistent with the purpose of the grant agreement shall be permitted.

After acquiring the parcels, the City removed the auto-recycling yard and restored the site. However, the City did not commence with a project to relocate the bicycle trail out of the floodplain. The existing bike trail continues to experience seasonal flooding.

Since that acquisition, users of the bicycle trail have created an impromptu path through the property connecting the existing bike trail to Sussex Avenue. The impromptu path crosses a South Tahoe Public Utility District parcel that houses a pumphouse, a parcel owned by the Conservancy, and a private property (i.e., Taco Bell/Carwash) before connecting to Sussex Avenue (see Attachment 07).

Per the City Council's direction, further evaluation of the two parcels for potential housing development was completed. The analysis concludes that, due to the identified Stream Environment Zone (SEZ), FEMA floodplain, steep slopes, and access challenges, the existing site conditions pose significant barriers to residential development at this location. Development constraints include the following:

- Floodplain: The largest of the two parcels (APN 031-030-039) is approximately 2.2 acres. One-third of the parcel is located in a mapped FEMA floodplain and is not developable. Portions of the parcel have slopes exceeding 10 and 20 percent and would require extensive grading and retaining walls. Per TRPA regulations, a 10-foot setback is also required from the floodplain boundary. Taking these constraints into consideration, at most, 1.1 acres (48,160 square feet) would potentially be developable (see Attachment 08). The smaller parcel to the west, approximately 1.15 acres, is located outside the floodplain but exhibits steep slopes in the northeastern portion. Although most of the parcel (1.15 acres) would be developable, it would still have potential access issues, as discussed below.

- Driveway and Emergency Access: Both parcels are landlocked and accessible only via a 10- to 20-foot easement (Link Road), with no other exit points available without traversing private property. Driveway access to the smaller western parcel would require an easement over a South Tahoe Public Utility District pumphouse parcel or via an access driveway from the eastern parcel (see Attachment 09). To accommodate the City's fire apparatus on a driveway with no other exit point, a minimum driveway width of 26 feet is required to accommodate a fire apparatus with extenders deployed and also to allow other emergency vehicles passage to the site. To construct a 26-foot-wide driveway would require encroachment on adjacent properties with existing improvements (e.g., parking lots). In addition, due to the distance of the parcel from Lake Tahoe Boulevard in excess of 150 feet, an emergency turnaround will be required to accommodate the City's fire apparatus.

The size and type of a turnaround would depend on project density and design, butdesign but would likely require substantial coverage that would otherwise be dedicated to other structures and parking.

City staff evaluated the feasibility of relocating the existing bike trail, as originally envisioned when the parcels were purchased by the City, and constructing a spur alignment to connect to Sussex Avenue. Based on the existing topography, the bike trail could potentially be realigned through the two parcels to avoid the floodplain. Exact alignment would require additional site surveys and detailed analysis of existing site conditions.

Construction of a spur alignment also appears feasible by routing the trail across City and Conservancy properties, avoiding the STPUD property, but would require an easement over one private parcel to connect to Sussex Avenue (see Attachment 10). Per City Council direction, City staff has discussed the relocation and spur alignment with Conservancy staff. Conservancy staff has noted that the Conservancy grant agreement (and a recorded deed against the Link Road parcels) confirm the Conservancy's grant agreement purpose in the bike trail on the property. The City and Conservancy have a history of successfully working on similar projects. The Sales and Purchase Agreement has been amended to include the following recital language:

"The Conservancy grant agreement to the City for City acquisition of the Link Road parcels and a related recorded deed against the Link Road parcels confirm the Conservancy's grant agreement purpose in the bike trail on the property."

Lakefront Parcels

This group of three lakefront parcels totals approximately 1.4 acres of Conservancy-owned land (APNs 027-010-016, -025, and -029). The Conservancy and the State Land Commission acquired the Alta Mira parcel in 2015. They demolished the existing building to improve public access and recreation in the El Dorado Beach and Lakeview Commons area. Also included are two narrow lakefront parcels to the east, located adjacent to the Sierra Shores property and the Beach Retreat. The intent of the transfer is for the City to manage the parcels for public recreation, open space, scenic vistas, public park purposes, water quality, natural resource enhancement, or climate adaptation.

During deliberations, the Council requested clarification on whether the City entered into a Development Agreement with the developers of Sierra Shores to construct a bike trail on the easterly parcel (i.e., Chimney Parcel) connecting the bike trail on Lake Tahoe Boulevard to Connelly Beach.

City staff reviewed the approved Sierra Shores Project file and were unable to find a Development Agreement. However, it was confirmed that the project required a land exchange between the developer and Conservancy to proceed. As part of the land exchange, the developer was required to fund and/or install a spur bike trail to Connelly Beach, with Conservancy approval, for a sum not to exceed $100,000. This requirement was incorporated into Condition #9 of the City Permit (see Attachment 11). Based on the preliminary trail design noted within the Sierra Shores site design, it appears that the trail was to access Connely Beach by veering east from the Chimney Parcel across adjacent private property. While close to the lake, the Chimney Parcel does not extend all the way to the lake, making direct access not possible without an additional access easement over adjacent private property (see Attachment 12).

While the mitigation was paid by the developer, due to site constraints and the adjacent private parcel, the spur trail was ultimately not constructed by the Conservancy.

Surplus Land Act (SLA)

The Surplus Land Act (SLA) permits a local agency to declare land as surplus and exempt, and to exchange it with another local, state, or federal agency for the transferee agency's use. However, prior to exchanging the land, pursuant to the SLA Guidelines Section 103(d)(4), the City is required to provide a Notice of Availability of the exempt lands to all entities identified in Government Code Section 54222(b) and the Department of Housing and Community Development. If any of the notified entities are interested in acquiring the property, the City is required to enter into good-faith negotiations.

On February 19, 2025, City staff mailed the Notice of Availability to 22 entities and four Native American Tribes. The City only received one letter of interest from the Washoe Tribe of California and Nevada. On July 1, 2025, the City Manager, City Attorney, and Development Services staff met with Chairman Serrell Smokey to discuss the surplus lands and the Tribe's interest in acquiring property in the Lake Tahoe Basin. On August 12, 2025, the City received an email from Mr. Joseph D. Nady, the Tribe's General Counsel, formally withdrawing the Tribe's letter of interest (see Attachment 13).

Final approval of the properties as exempt surplus lands was received from the California Department of Housing and Community Development on August 28, 2025 (see Attachment 14).

Environmental Considerations: The proposed exchange of land does not constitute an approval of a project pursuant to CEQA Guidelines Sections 15004 and 15352 because it does not commit the agency to a definite course of action regarding a project to be carried out. The exchange of land does not involve a change to, or an intensification of, the existing use or purpose, and is not a project defined by CEQA Section 15378[a].

Financial Implications: The purpose of the exchange is to increase public land management efficiencies. City maintenance and management responsibilities will shift from the City to the Conservancy, which will be responsible for significant vegetation and habitat management on parcels outside the City limits. For parcels acquired by the City, maintenance and management will be the City's responsibility. As previously noted in the staff report, some parcels the City is acquiring are used for stormwater treatment and are currently maintained by the City.

Policy Implication: The proposed land exchange is consistent with the City General Plan and Strategic Plan, specifically the following policies:

General Plan Policy LU-10.3: Vacant Open Space Parcel Exchange – The City shall work with the California Tahoe Conservancy and other State and Federal agencies to exchange publicly-owned vacant open space parcels in existing residential subdivisions for vacant parcels in other parts of the Lake Tahoe Basin as a means of consolidating open space and developing underused sites in existing neighborhoods.

General Plan Policy LU-10.1: Inter-Agency Coordination – The City shall coordinate with all regional, State, and Federal agencies and special districts to ensure that their planning efforts within the city limits are consistent with the City of South Lake's General Plan.

General Plan Policy NCR-3.11: Natural Habitat and Open Space Management – The City shall encourage and support public agencies formed to acquire and manage important natural habitat areas, and other open space lands.
General Plan Policy ED-1.2: Economic and Environmental Balance – The City shall strive to maintain a balance between economic health and environmental health through careful and efficient planning.

Strategic Plan Strategy 6.1: Protect the Natural Environment – Identify areas that are suitable to serve as drainage basins.

Resolution 2022-117

Adopted by the City of South Lake Tahoe City Council

September 6, 2022

Declaring Seven City-Owned Parcels Totaling Approximately 181 Acres to be Exempt Surplus Property and Authorizing the City Manager to Negotiate a Land Exchange Agreement with the California Tahoe Conservancy

BACKGROUND

A. The City of South Lake Tahoe owns seven parcels totaling approximately 181 acres of property (Assessor's Parcel Numbers 025-062-037, 025-081-013, 025-091-012, 031-030-020, 031-030-039, 080-010-013, and 080-020-008) that are not needed for City purposes (the "Subject Property") and which the City desires to exchange for 18 parcels totaling approximately 7.1 acres owned by the California Tahoe Conservancy (Assessor's Parcel Numbers 023-686-016, 026-065-016, 027-010-016, 027-010-024, 027-010-029, 027-053-014, 027-073-005, 027-074-006, 027-112-013, 027-112-014, 027-112-015, 027-112-016, 027-112-017, 027-112-024, 027-134-022, 031-173-002, 031-173-004, and 032-090-013) (the "CTC Properties").

B. 177 of the acres owned by the City are located along Trout Creek and Cold Creek and are outside City limits in unincorporated El Dorado County. These parcels (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, and 080-020-008) contain stream environment zone (SEZ) restoration projects and are not needed for City purposes.

C. 3.5 of the acres owned by the City (APNs 031-030-020 and 031-030-039), located on Link Road, were acquired with grant funds awarded by the California Tahoe Conservancy to restore the site, are deed-restricted as open space, and are not needed for City purposes.

D. The California Tahoe Conservancy-owned Alta Mira and nearby lakefront parcels totaling approximately 1.4 acres (APNs 027-010-016, -024, and -029) were acquired for public access to Lake Tahoe, and the City intends to continue to use them for this purpose.

E. Twelve California Tahoe Conservancy-owned parcels totaling approximately 1.4 acres (APNs 027-073-005, 027-074-006, 027-112-013, -014, -015, -016, -017, -024, 027-134-022, 027-053-014, and 031-173-002 and -004) either currently contain or are planned for City stormwater infrastructure, and the transfer of these parcels to the City will allow the City to control these parcels for water quality purposes.

F. Three California Tahoe Conservancy-owned parcels are located adjacent to the City-owned Al Tahoe Pioneer Cemetery, a City-owned vacant parcel on Tahoe Island Drive, and the Lake Tahoe Airport, and the transfer of these parcels to the City would allow for consolidated management by the City.

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 and declares that the Subject Property the City is transferring to the California Tahoe Conservancy in exchange for the CTC Properties, is exempt surplus property under Government Code section 54220 et seq. and the Surplus Land Act Guideline dated April 2021 ("SLA Guidelines"), for the following reasons:
    a. Pursuant to SLA Guidelines section 103(b)(3)(C), the City is exchanging property for other property necessary for the City's use.
    b. Pursuant to SLA Guidelines section 103(b)(3)(D), the City is transferring property to another public agency, the California Tahoe Conservancy, for the California Tahoe Conservancy's use.

2. Finds and determines that the proposed exchange of land and TRPA development rights associated with that land does not constitute "approval" of a "project" pursuant to California Environmental Quality Act (CEQA) Guidelines sections 15004 and 15352 because it does not commit the agency to a definite course of action in regard to a project to be carried out, and the exchange of land for improved management efficiency purposes that does not involve a change to, or an intensification of, the existing use or purpose is not a "project" under CEQA Guidelines section 15378(a).

3. Authorizes the City Manager to negotiate an agreement with the California Tahoe Conservancy to exchange the Subject Property for the CTC Properties.

Adopted by the City of South Lake Tahoe City Council on September 6, 2022 by the following vote:

Yes: Creegan, Friedrich, Middlebrook and Wallace
Recused (absent): Bass

Devin Middlebrook (Sep 7, 2022 16:17 PDT)

Date: Sep 7, 2022

Devin Middlebrook, Mayor

Attest:

Sue Blankenship (Sep 7, 2022 13:43 PDT)

Date: Sep 7, 2022

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 2022-117 CTC Land Exchange

Final Audit Report 2022-09-07

Created:	2022-09-07
By:	jo Mcdonough (jmcdonough@cityofslt.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAkvdoGXUI0fXUwD6T-eMFJ0AaseLS_dcM

"Res 2022-117 CTC Land Exchange" History

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Signer dmiddlebrook@cityofslt.us entered name at signing as Devin Middlebrook
2022-09-07 - 11:17:17 PM GMT- IP address: 66.189.255.213

Document e-signed by Devin Middlebrook (dmiddlebrook@cityofslt.us)
Signature Date: 2022-09-07 - 11:17:18 PM GMT - Time Source: server- IP address: 66.189.255.213

Agreement completed.
2022-09-07 - 11:17:18 PM GMT

ATTACHMENT 1

California Tahoe Conservancy
Resolution
22-09-03
Adopted: September 15, 2022

EXCHANGE AND TRANSFER OF CONSERVANCY LANDS WITH CITY OF SOUTH LAKE TAHOE

Staff recommends that the California Tahoe Conservancy (Conservancy) adopt the following resolution pursuant to Government Code sections 66907, 66907.1 and 66907.8:

> "The Conservancy hereby authorizes staff to execute the exchange and transfer of Conservancy lands with the City of South Lake Tahoe, and to take all other necessary steps consistent with the accompanying staff recommendation."

I hereby certify that the foregoing is a true and correct copy of the resolution duly and regularly adopted by the Conservancy at a meeting thereof held on the 15th day of September, 2022.

In WITNESS THEREOF, I have hereunto set my hand this the 15th day of September, 20

Jason Vasques
_____
Jason Vasques
Executive Director

ATTACHMENT 002
LINK ROAD PARCELS LOCATION MAP




027-010-029
027-010-024
BEACH RETREAT
LAKE TAHOE BOUELVARD
1 inch = 194 feet
FREMONT AVENUE
SANDY WAY
TAKELA DRIVE
JOHNSON BOULEVARD
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS,
USGS, AeroGRID, IGN, and the GIS User Community
1320

STANDARD AGREEMENT — APPROVED BY THE ATTORNEY GENERAL

STATE OF CALIFORNIA
STD. 2 (REV. 2/85)

City of South Lake Tahoe

☐ CONTRACTOR
☐ STATE AGENCY
☐ DEPT. OF GEN. SER.
☐ CONTROLLER
☐
☐
☐

THIS AGREEMENT, made and entered into this 7th date of August, 19 90 in the State of California, by and between State of California, through its duly elected or appointed, qualified and acting

TITLE OF OFFICER ACTING FOR STATE	AGENCY	CONTRACT NUMBER	AM. NO.
Executive Officer	California Tahoe Conservancy *hereafter called the State, and*	CTA-9051	
	City of South Lake Tahoe *hereafter called the Contractor.*	CONTRACTOR'S I.D. NUMBER	

WITNESSETH: That the Contractor for and in consideration of the covenants, conditions, agreements, and stipulations of the State hereinafter expressed, does hereby agree to furnish to the State services and materials, as follows:

(Set forth service to be rendered by Contractor, amount to be paid Contractor, time for performance or completion, and attach plans and specifications, if any.)

1. Scope of Agreement

a. Pursuant to Section 66907.7 et seq. of the Government Code and its resolution of July 20, 1990, the California Tahoe Conservancy (hereafter called the "Conservancy") hereby grants to the City of South Lake Tahoe (hereafter called the "Grantee") a sum not to exceed six hundred fifty thousand dollars ($650,000.00), subject to the terms and conditions of this Agreement. These funds shall be used to acquire that certain real property or an interest therein necessary for open space, land coverage rights, and possible future recreational uses in the City of South Lake Tahoe, State of California, more particularly described in the attached Exhibit D (hereafter the "Property").

Your Office Copy

CONTINUED ON 9 SHEETS, EACH BEARING NAME OF CONTRACTOR AND CONTRACT NUMBER.

The provisions on the reverse side hereof constitute a part of this agreement.

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto, upon the date first above written.

STATE OF CALIFORNIA	CONTRACTOR
AGENCY: California Tahoe Conservancy	CONTRACTOR (IF OTHER THAN AN INDIVIDUAL, STATE WHETHER A CORPORATION, PARTNERSHIP, ETC.): City of South Lake Tahoe
BY (AUTHORIZED SIGNATURE): X Dennis T. Machida	BY (AUTHORIZED SIGNATURE): X Norman C. Woods
PRINTED NAME OF PERSON SIGNING: Dennis T. Machida	PRINTED NAME AND TITLE OF PERSON SIGNING: Norman C. Woods, Mayor
TITLE: Executive Officer	ADDRESS: P.O. Box 1210, South Lake Tahoe, CA 9570

SEP 11 1990

AMOUNT ENCUMBERED	PROGRAM/CATEGORY (CODE AND TITLE)	FUND TITLE	Department of General Services Use Only
$ 650,000.00	Capital Outlay and Local Assistance	Lake Tahoe Acquisitions	
UNENCUMBERED BALANCE: $	(OPTIONAL USE): CTC Code 998951		
ADJ. INCREASING ENCUMBRANCE: $	ITEM: 3125-301-720	CHAPTER: 313	STATUTE: 88 FISCAL YEAR: 90-91
ADJ. DECREASING ENCUMBRANCE: $	OBJECT OF EXPENDITURE (CODE AND TITLE): 3125-701-72300		

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure stated above.

T.B.A. NO. | B.R. NO.

SIGNATURE OF ACCOUNTING OFFICER: X Leonora P. Lopez — DATE: 9/11/90

I hereby certify that all conditions for exemption set forth in State Administrative Manual Section 1209 have been complied with and this document is exempt from review by the Department of Finance.

SIGNATURE OF OFFICER SIGNING ON BEHALF OF THE AGENCY: X David Gregorich — DATE: 9/5/90

RECEIVED
TAHOE CONSERVANCY
SEP 17 1990

b. Any changes in the parcels or interests to be acquired must be consistent with the purposes of this grant and must be submitted in writing to the Executive Officer of the Conservancy for his review and written approval prior to commencement of acquisition activities.

c. Grantee agrees to complete acquisition of the Property in accordance with the dates set forth in the Project Schedule described in Exhibit B. For good cause shown, said dates may be extended by the Executive Officer upon written request by the Grantee. Except as otherwise provided herein, the Grantee shall expend funds in the manner described in the Project Budget set forth in Exhibit B. The dollar amount of an item in the Project Budget may be increased by up to ten percent (10%) through reallocation of funds from another item or items, without approval by the Executive Officer; however, the Grantee shall notify the Conservancy in writing when any such reallocation is made, and shall identify both the item(s) being increased and those being decreased. Any increase or decrease of more than ten percent (10%) in the amount of a budget item must be approved in writing by the Executive Officer. The total amount of the grant may not be increased except by formal amendment of this Agreement.

d. The Grantee agrees that the interests in property acquired under this Agreement shall be used by the Grantee only for the purposes of open space preservation, land coverage banking for the Conservancy's Land Coverage Banking Program, and for possible construction of a bicycle trail at a future date (the "Project") and that no other use, sale or disposition of the Property that is inconsistent with the purposes of this Agreement shall be permitted, except as authorized by the Conservancy's governing board. The deed or other instrument of conveyance by which Grantee acquires the Property shall reflect this restriction, and shall set forth, as an express condition subsequent or executory limitation upon the title to be vested in Grantee, the right of Conservancy or its designee to enter and take title to the Property in the event that an essential term or condition of this Agreement is violated (as specified in the section entitled "Conditions", below). The Grantee agrees to operate and maintain the Property for purposes of the Project, as detailed in the "Operation and Maintenance" section of this Agreement.

e.1. Grantee agrees to assign, grant, and convey, and does assign, grant, and convey, to Conservancy the right to transfer from the Property all land coverage rights attributed to the Property by the Tahoe Regional Planning Agency ("TRPA") and other regulatory agencies with jurisdiction over the property.

e.2. The grant of rights to Conservancy in (e.1.) above, shall be irrevocable and exclusive, and from the effective date hereof, Grantee agrees not to exercise or transfer said rights, allowances and allocations. Grantee further agrees to tender to Conservancy upon Conservancy's request (1) written assignments, duly executed and acknowledged, of any and all land coverage to which Grantee may hereafter become entitled, as recognized by TRPA or any other regulatory agencies in connection with the Property; (2) any and all instruments which may reasonably be requested by Conservancy for the purpose of perfecting the transfer of the said land coverage rights from the Property.

f. Notwithstanding sub-paragraph (e) above, Grantee shall have the right, subject to written confirmation by the Executive Officer of the Conservancy at the time a permit application is filed with the Tahoe Regional Planning Agency, to reserve approximately 7,300 square feet of land coverage rights for a public recreation project situated on the Property.

g. If Grantee constructs improvements on the Property, then, for each major segment or element of the improvements, Grantee shall erect and maintain signs on the Property which identify the project and the respective roles of the Conservancy and the Grantee and acknowledge the Conservancy's funding assistance, as well as interpretive signs, if proposed.

2. Incorporation of Documents by Reference

The following exhibits and other documents are incorporated by reference into this Agreement and made a part hereof:

(a) Exhibit A, Conservancy's Staff Recommendation containing Conservancy's resolution of July 20, 1990;
(b) Exhibit B, Project Schedule;
(c) Exhibit C, Grantee's List of Assurances;
(d) Exhibit D, detailed description of the Property;

(e) Exhibit E, Model Deed Language; and
(f) Exhibit F, Sample Request for Disbursement form.

In the event of any inconsistency between or among the main body of this Agreement and the above documents, the inconsistency shall be resolved, except as otherwise provided herein, by giving precedence in the following order: (1) Conservancy Resolution; (2) the body of the Agreement; (3) the detailed description of the Property; (4) the Model Deed language; (5) the Conservancy Staff Recommendation; (6) the Grantee's List of Assurances; and (7) the Sample Request for Disbursement form.

3. Conditions

a. Disbursement of any and all funds under this Agreement is subject to the following conditions:

(1) Grantee shall submit all title and acquisition documents pertaining to the acquisition, including appraisals, preliminary (title) reports, agreements for purchase and sale, escrow instructions, and instruments of conveyance such as deeds, to the Conservancy's Executive Officer or his designee for review and approval prior to acquisition.

(2) The funding provided under this Agreement for the purchase price of any interest in property may not exceed fair market value as established by an appraisal and as approved by the Executive Officer or his designee in writing, and in any event shall not exceed the amount set forth in the section entitled "Scope of Agreement" above.

(3) The Grantee shall submit written evidence, from the Lahontan Regional Water Quality Control Board, the County of El Dorado, and to the extent of its jurisdiction, if any, the Tahoe Regional Planning Agency, that all site restoration and property clean-up work associated with Parcel #31-030-20 has been satisfactorily completed prior to the close of escrow, and that the Property is in full compliance with all federal, state and municipal environmental laws, ordinances, rules, regulations and requirements.

(4) The interest(s) in property acquired pursuant to this Agreement may not be used as security for any debt without the written approval of the Executive Officer.

(5) The Grantee shall not transfer any interest(s) in property acquired pursuant to this Agreement unless a

new agreement sufficient to protect the interest of the people of the State of California has been entered into with the transferee and approved by the Conservancy's board.

(6) If any essential term or condition of this Agreement is violated, after acquisition of any real property under this Agreement, title to all the interest(s) in real property acquired under this Agreement shall immediately vest in the State of California, at the expiration of thirty (30) days after the Conservancy's recordation of a notice that Grantee has defaulted under one or more of the essential terms of this Agreement, unless before the expiration of said thirty (30) day period Conservancy records notice that said default has been cured. For purposes of this paragraph, the "essential terms and conditions" shall consist of conditions (3) and (4) above, Paragraph 1.e. of the "Scope of Agreement" action and the requirements of the "Operation and Maintenance" and "Assignability" sections of this Agreement. The grantee shall use the language contained in Exhibit E in all deeds where an interest in real property is acquired pursuant to this Agreement.

4. Costs and Disbursements

a. Upon satisfaction of conditions (1) and (2) in the "CONDITIONS" section above, the Conservancy agrees to disburse on behalf of Grantee a total amount not to exceed six hundred fifty thousand dollars ($650,00.00), in the manner provided below.

b. Subject to the conditions of this Agreement, the full amount payable by Conservancy toward the purchase of the Property, including title costs and escrow fees, will at Grantee's request be paid by Conservancy directly to Grantee or into an escrow account established for such acquisition upon approval of the purchase and sale agreements, escrow instructions and documents of title by the Executive Officer, and submittal of a "Request for Disbursement" form substantially in the form of Exhibit F, or comparable invoice, by the Grantee. Due to appropriation limitations, all invoices must be submitted on or before June 1, 1993.

c. For Project costs other than those paid as provided in (b) above, including costs of surveys, site inspections, preparation of appraisals, etc., disbursement shall be made upon completion of the services or products for which expenses are incurred and which were previously

approved by the Executive Officer. The Grantee shall request disbursement not more often than monthly by filing with the Conservancy fully executed "Request for Disbursement" or comparable invoice which contains:

-- Grantee's name and address;
-- the number of this Agreement;
-- the date of the submittal;
-- the amount of the invoice;
-- an itemized description of all work done for which disbursement is requested;
-- any supporting invoices or other source documents from sub-contractors hired by the Grantee to complete any portion of the Project funded under this Agreement; and
-- the signature of an official authorized by the Grantee to sign such invoices certifying that the invoiced work has been completed.

Failure to submit a completed Request for Disbursement form, with all necessary supporting documents, shall relieve the Conservancy of any obligation to disburse funds to the Grantee until such time as the deficiencies are corrected. Due to appropriation time limits, all invoices must be submitted on or before June 1, 1993.

The Conservancy will make best efforts to forward each complete and approved Request for Disbursement to the State Department of General Services or to the Office of the State Controller, as the case maybe, within ten (10) working days of receipt by the Conservancy.

5. Term of Agreement

a. The term of this Agreement, during which Grantee shall be obligated to operate and maintain the Property (see "Operation and Maintenance" below), shall run for a period of twenty (20) years from the effective date hereof, provided, however, that if future recreational improvements are begun on the Property within said period, the termination date of this Agreement shall be extended to twenty (20) years from the completion of said improvements.

b. Prior to Grantee's entering into a binding agreement to purchase the Property, either party may terminate this Agreement for any reason by providing the other party with sixty (60) days notice in writing.

c. In the event of early termination by the Conservancy under the immediately preceding sub-paragraph, the Grantee agrees to take all reasonable measures to prevent further costs to the Conservancy under this Agreement, and the Conservancy shall be responsible for any reasonable and noncancelable (binding) obligation incurred by the Grantee in the performance of this Agreement until the date of the notice to terminate but in any case not to exceed the undisbursed balance of funding authorized in this Agreement.

6. Operation and Maintenance

a. The Grantee agrees to maintain the Property for the purposes of the Project throughout the term of this Agreement. The Grantee agrees to assume all management, operations and maintenance costs of the future Project and the Conservancy and the State of California shall not be liable for any cost of such operation and maintenance.

b. The Grantee may be excused from its obligations for operation and maintenance of the Property during the term of this Agreement only upon the written approval of the Executive Officer of the Conservancy for good cause shown. "Good cause" includes, but is not limited to, natural disasters which destroy the Project improvements and render the Project obsolete or impracticable to rebuild.

c. Except as expressly stated herein, this section shall not be deemed to limit any legal or equitable remedies which either party may have for breach of this Agreement.

7. Liability

a. The Grantee shall be responsible for, indemnify, and save harmless the Conservancy and its members, officers, agents, and employees, from any and all liabilities, claims, demands, damages, or costs resulting from, growing out of, or in any way connected with or incident to this Agreement, the physical condition of the Property, the restoration of the Property, or the design, construction, operation, repair, maintenance, existence, or failure of any future project which utilizes the Property, except to the extent of, and in direct proportion to, the active negligence of the Conservancy, its member(s), officer(s), agent(s) or employee(s) which arises other than from (1) a failure by Conservancy to warn of hazards based upon its review

or inspection of the Project plans, designs, specifications, or site(s) and/or (2) the omission by Conservancy to review or inspect said plans, designs, specifications, or site(s).

b. The parties expressly acknowledge that this Agreement is an agreement for the subvention of public funds from Conservancy to Grantee, and is not an "agreement" as that term is defined in Government Code Section 895. Accordingly, it is acknowledged Grantee does not, in matters arising under this Agreement, have any right to contribution and indemnity from the Conservancy and/or the State of California arising under Government Code Sections 895.2 and 895.6.

c. The Grantee waives any and all rights to any type of express or implied indemnity or right of contribution from the State, officers, agents or employees, for any liability resulting from, growing out of, or in any way connected with or incident to this Agreement, except such liability as results from the Conservancy's active negligence and, in the case of joint negligence, is in direct proportion to the Conservancy's share of fault.

d. Conservancy assumes no responsibility for assuring the safety of any site improvements constructed on the Property and of the Property itself.

8. Audits/Accounting/Records

The Grantee shall maintain satisfactory financial accounts, documents, and records relating to the acquisition of the Property and any other expenses under this Agreement, and shall make them available to the Conservancy staff for auditing and inspection. Such accounts, documents, and records shall be retained by the Grantee for three years following the date of final disbursement by the Conservancy under this Agreement, and shall be subject to examination and audit by the State of California Auditor General during this period. The Grantee may use any generally accepted accounting system, provided such system meets minimum requirements established by the State of California.

9. Nondiscrimination Clause

During the performance of this Agreement, the Grantee and its contractors shall not unlawfully discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age (over 40) or sex. The Grantee and its

contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. The Grantee and its contractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Administrative Code, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 et seq., set forth in Chapter 5 of Division 4 of Title 2 of the California Administrative Code, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. The Grantee and its contractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

This nondiscrimination clause shall be included in all contracts entered into by the Grantee for the performance of work within the scope of this Agreement.

10. Independent Status of Grantee

The Grantee, and the agents and employees of the Grantee, in the performance of this Agreement, shall act in an independent capacity and not as officers of employees or agents of the State of California.

11. Assignability

Without the written consent of the State, the Grantee's interest in, and responsibilities under this Agreement shall not be assignable by the Grantee either in whole or in part.

12. Time of the Essence

Time is of the essence of this Agreement.

13. Amendments

Unless otherwise provided herein, no alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement to be incorporated herein shall be binding on any of the parties hereto.

14. Project Coordinators

Bruce Eisner (or such other person(s) as the Executive Officer may designate from time to time) is designated the Conservancy's Project Coordinator for this grant. Keith Gottschalk is designated the Project Coordinator for the Grantee.

15. Conservancy Approvals

All actions and approvals required to be taken by the Conservancy under this Agreement may be taken by the Executive Officer or his designee.

16. Resolution

The signature of the Executive Officer of the Conservancy on this Agreement certifies that at its July 20, 1990, meeting, the Conservancy approved a grant of six hundred fifty thousand dollars ($650,000.00) to the Grantee for the implementation of the project described in the attached Conservancy Staff Recommendation (Exhibit A).

17. Section Headings

The headings and captions of the various sections of this Agreement have been inserted only for the purpose of convenience, and are not a part of this Agreement and shall not be deemed in any manner to modify, explain, or restrict any of the provisions of this Agreement.

18. Severability

The provisions of this Agreement are intended to be severable, separate, and distinct from each other. If any provision hereof is determined to be invalid or for any reason becomes unenforceable, no other provision shall be thereby affected or impaired.

19. Entire Agreement

This Agreement, and the attached exhibits, constitutes the entire contract between the parties hereto, relating to the Project and may be modified except by an instrument in writing signed by the parties hereto.

EXHIBIT A

Tahoe Conservancy
Staff Recommendation
7-90-5
July 20, 1990

Trout Creek Meadow Coverage and Open Space
Acquisition Project

REQUESTED ACTION: Authorization of a grant to the City of South Lake Tahoe for the acquisition of two parcels totalling approximately 3.3 acres for the purpose of obtaining land coverage, preserving open space and providing future recreational opportunities.

LOCATION: The parcels are located on the northern side of Highway 50 between Carson Street and Al Tahoe Boulevard in the City of South Lake Tahoe (Exhibit 1).

FISCAL SUMMARY: Acquisition Grant Amount: $650,000

Source of funds: Lake Tahoe Acquisitions Bond Act

RECOMMENDATION: Staff recommends that the Conservancy adopt the following resolution pursuant to Government Code Sections 66905 et seq., 66907, 66907.7 and 66950 et seq.:

"The California Tahoe Conservancy hereby authorizes a grant of up to $650,000 to the City of South Lake Tahoe (City) and authorizes staff to enter into a standard grant agreement and to take all other steps, in substantial conformity with the terms and provisions discussed in the accompanying staff report and exhibits, necessary to fund and implement the Trout Creek Meadow Coverage and Open Space Acquisition Project, including but not limited to the acquisition of all or a portion of El Dorado County Assessor Parcels Number 31-030-04 and 31-030-20.

"The award of the grant and the disbursement of the funds are conditioned upon the City's commitment to (1) undertake the project and manage and maintain the property in a manner consistent with the purposes and

scope of the grant; and (2) ensure that each parcel will be restored in accordance with regulatory requirements."

STAFF DISCUSSION:

I. Introduction

The staff is making the present grant recommendation for the the purpose of developing another approach towards implementing the Conservancy's ongoing land coverage program. This approach will give the Conservancy the ability to acquire coverage while at the same time ensuring that the property is managed by an appropriate entity. Under the current proposal the Conservancy will fund the acquisition of land needed by the City of South Lake Tahoe (City) and the City will carry out the actual site acquisition and management. Such an arrangement will enable the City to manage the site for open space purposes and to possibly relocate an existing bicycle trail for which it has management responsibility out of an adjacent stream environment zone (SEZ) and onto higher capability land on the subject property as part of a future project.

As the board is aware, in October 1987, the Conservancy authorized development and implementation of a land coverage program. As part of that action, the board authorized the expenditure of up to $2 million ($1.5 million from the Lake Tahoe Acquisitions Bond Act (Bond Act), and $500,000 from the Federal Trust Fund) to initiate the land coverage program, including conducting an inventory of land needed to meet coverage and restoration needs and initiating pre-acquisition activities on parcels containing existing and potential coverage to meet coverage needs in all six hydrologically-related areas on the California side of the Tahoe Basin.

Since the initiation of the program, staff has identified, acquired, and restored coverage parcels for the purpose of providing land coverage for excess coverage mitigation and for land coverage and other marketable rights transfers. To date, six hard coverage and 12 potential coverage parcels have been authorized for purchase by the Conservancy. The expenditure of up to $366,000 in "8(g)" and $283,075 in Bond Act funds has been authorized for the purchase of these lands. Subject to verification, approximately 56,699 square feet of hard coverage, 31,554 square feet of soft coverage and 57,321 square feet of potential coverage have been authorized for purchase. Of the amounts which have been authorized, the Conservancy has acquired 54,949 square feet of hard coverage, 30,930 square feet of soft coverage and

52,934 square feet of potential coverage. To date, the Conservancy has restored a total of 1.28 acres of coverage, including .57 acres of hard coverage and .71 acres of soft coverage. The Conservancy continues to seek coverage parcels within all hydrologic areas on the California side of the Basin.

II. Project Description

The City of South Lake Tahoe is requesting a grant of 650,000 to acquire two contiguous parcels (Exhibit 2). The first parcel (El Dorado County Assessor Parcel Number (APN) 31-030-04) is located on Highway 50, west of Trout Creek and south of Truckee Marsh. The entire parcel contains approximately 3.1 acres; the City is requesting funds to acquire a 2.3-acre portion of the property which is unimproved. The remaining 0.8-acre portion of the property is improved with a commercial structure (a former muffler shop) and will not be acquired as part of this project. The unimproved portion of the property was previously used by Tahoe Auto Recyclers to dismantle and crush automobiles. The auto recycling operation has been discontinued and the landowner is in the process of restoring the site and removing contaminated soil in accordance with Tahoe Regional Planning Agency (TRPA) and Lahontan Regional Water Quality Control Board (LRWQCB) requirements. Approximately .23 acres (10%) of the site is SEZ. The entire area is severely disturbed and contains 11,050 square feet of hard coverage and 32,262 square feet of soft coverage.

The second parcel (APN 31-030-20) is located at the northern end of Link Road, approximately 450 feet from Highway 50 and south of Truckee Marsh. The property is the former site of the Tahoe Yellow Cab lot, which once included an asphalt parking lot and service buildings. The asphalt and the structures have been removed from the site and the property has been restored in accordance with TRPA requirements. During the course of the coverage removal and site restoration, the current owners have banked 41,366 square feet of hard coverage.

Under the proposed grant, the City will purchase the property and as much land coverage rights as possible for the purposes of managing it as open space and for future recreational uses. In particular, the City is planning to relocate an existing bicycle path from an adjoining SEZ onto higher capability lands on both parcels in order to meet TRPA permit conditions imposed when the bicycle trail was originally constructed. Acquisition of these parcels will allow for future relocation of approximately 700 feet of bicycle trail once plans for relocation are prepared,

environmental documentation is completed and funding is secured. It is estimated that relocation of the bicycle trail and the provision of a small rest area along the trail will require approximately 7,300 square feet of land coverage. Under the terms of the grant the City will retain sufficient coverage to complete the relocation of the bicycle trail. The remaining coverage will be made available for the Conservancy's land coverage bank. This will be done through the grant agreement between the City and the Conservancy.

Specifically, this project will provide a total of approximately 77,378 square feet of restored and banked coverage for the Conservancy's land coverage bank if all available coverage is purchased (48,916 square feet of hard coverage and 28,462 square feet of soft coverage). Some coverage rights may be sold or retained by the owners prior to the close of escrow. In this event, the acquisition price will be proportionately reduced.

Staff is recommending approval of this grant request because it will: 1) provide for the acquisition of existing land coverage for the Conservancy's Land Coverage Bank; and 2) facilitate the effective management of the property by the City for open space and possibly recreational uses.

III. Project Budget

The project budget as proposed in the City's application is:

Direct Acquisition Cost	$550,000
Appraisal, title and escrow fees	15,000
Administration	5,000
Contingency (14%)	80,000
	$650,000

Actual expenditures under the grant will be dependent on approved appraisals and actual activities undertaken as part of the grant.

III. Staff Evaluation

Staff recommends that the Conservancy grant up to $650,000 in Bond Act funds to the City for the purpose of implementing the acquisition of the property and providing coverage for use in the Conservancy's land coverage program. Staff is recommending this grant request be approved for the following reasons.

First, the grant could result in the acquisition of a substantial amount of coverage which is needed by the Conservancy for its land bank activities. Specifically, the grant will allow for the purchase of up to 52,416 square feet of hard coverage and 32,262 square feet of soft coverage, from which 7,300 square feet of coverage will be reserved for relocation of the bicycle trail. Parenthetically, it should be noted that use of grants as a mechanism for procuring coverage will give the Conservancy greater flexibility in working with local governments to achieve mutual objectives.

Second, the grant will result in cost savings to the State in terms of site restoration costs which would normally be assumed by the Conservancy as part of its coverage program, as well as long-term management costs. The site will be restored by the owners prior to the close of escrow. As noted earlier, the City will be responsible for site conditions and related management activities on an ongoing basis.

Third, the City is the appropriate manager for the site because of its interest in relocating an existing City bike trail in an adjacent SEZ to the subject properties. Pursuant to standard grant conditions, the City will also be responsible for site management and any additional site restoration related to the relocation of the trail.

IV. Implementation

If the grant is approved the Conservancy will enter into a standard grant agreement with the City. The agreement will contain a condition that each site must be restored pursuant to TRPA and LRWQCB requirements prior to acquisition. In addition, the Conservancy's grant agreement will contain standard language requiring that the City indemnify and hold the Conservancy harmless for any injury or damage associated with restoration and management of the property. The agreement will also contain requirements that the property shall be maintained for purposes consistent with the Bond Act. Finally, a provision in the agreement will provide for the reservation of land coverage rights to the Conservancy for land banking purposes and the reservation of sufficient coverage on site for the relocation of the bicycle path. The City has agreed to cooperate in transferring coverage away from the site when and as required for land coverage bank activities.

The City's project implementation schedule is as follows:

Grant approval	July 1990
Appraisal of property	August 1990
Negotiation and agreement of sale	September 1990
Close escrow	October 1990

V. Consistency with the Conservancy's Enabling Legislation and the Lake Tahoe Acquisitions Bond Act

The proposed grant is consistent with both the Conservancy's enabling legislation and the Bond Act. Pursuant to Government Code Section 66907.7 the Conservancy is empowered to award grants to local public agencies, State agencies, Federal agencies, and nonprofit organizations for the purposes of its enabling legislation. As described in Government Code Section 66907, these purposes include protecting the natural environment, providing public access or public recreational facilities, preserving wildlife habitat areas, or providing access to or management of acquired lands. The retirement of land coverage in inappropriate locations and SEZ restoration are beneficial for protecting the natural environment by controlling and treating sediment-laden runoff into Lake Tahoe and its tributaries.

The proposed grant is also consistent with the Bond Act. Government Code Section 66957 contains language specifying the allowable uses of Bond Act funds which are substantially similar to that of Section 66907. Section 66957 also specifically allows for expenditure of Bond Act funds by Federal, State, regional or local agencies.

VI. Compliance with the California Environmental Quality Act (CEQA)

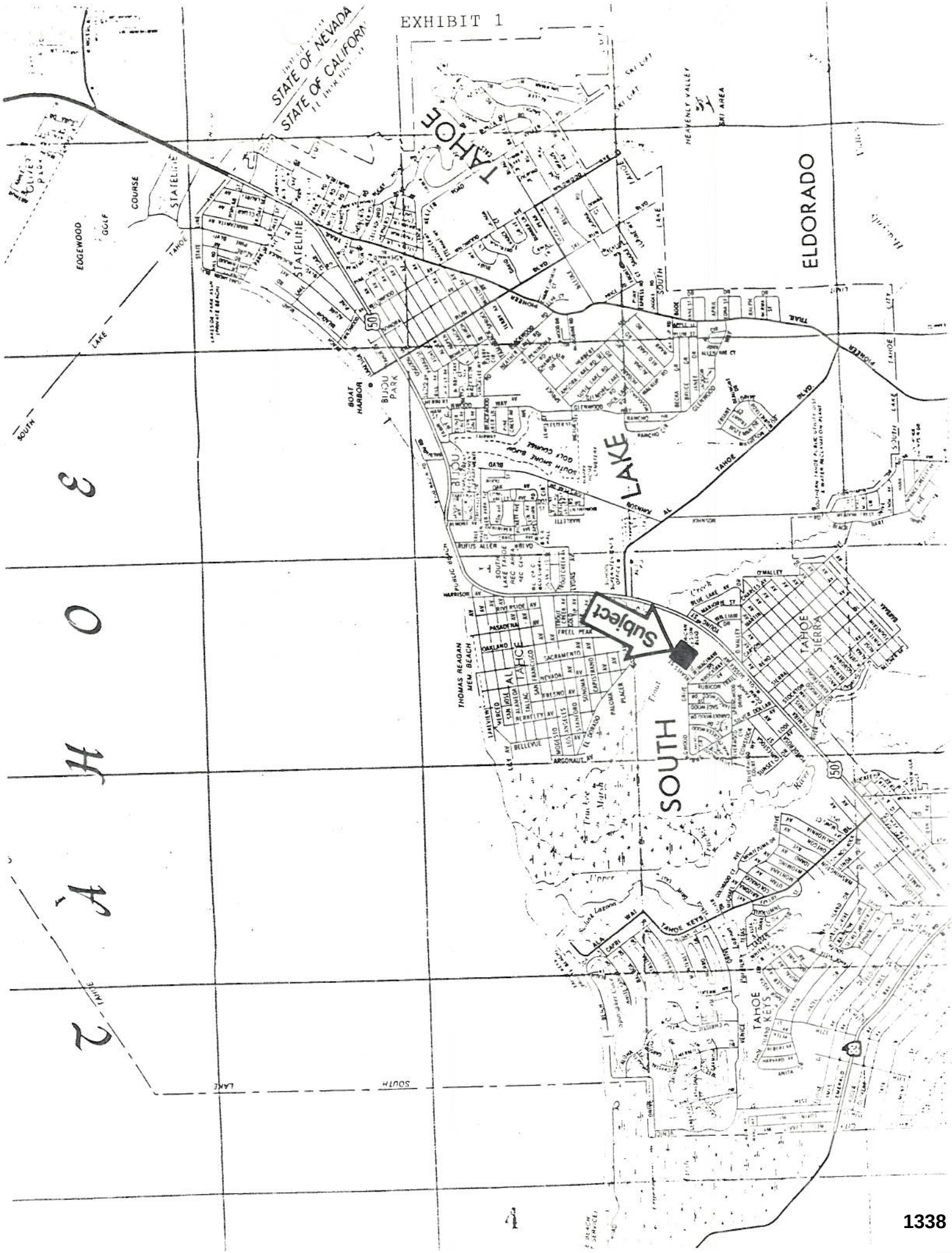
Pursuant to the State CEQA Guidelines (Title 14, California Code of Regulations Section 15000 et seq.) certain classes of activities are categorically exempt from CEQA because they have been determined by the Secretary for Resources not to have a significant effect on the environment. Pursuant to Public Resources Code Section 21082, the Conservancy has also adopted regulations (Title 14, California Code of Regulations Section 12100 et seq.) to implement, interpret, and make specific the provisions of CEQA.

Staff has determined that the proposed acquisitions are categorically exempt from CEQA (Class 25 and Class 16) based in part on an analysis completed by the Office of Project Development and Management of the

Department of General Services. Under Section 15325 and Section 12102.25 the Class 25 exemption covers, in part, the transfer of ownership in order to preserve open space and existing natural conditions. Under Section 15316 and Section 12102.16, the Class 16 categorical exemption covers, in part, the acquisition of land in its natural condition for recreational purposes where a management plan has not yet been prepared. The City has also determined that this project is categorically exempt from CEQA and filed a Notice of Exemption with the El Dorado County Clerk's Office (Exhibit 3).

Future transfers of coverage from the property being acquired under the auspices of the Conservancy's land coverage bank will be separately reviewed for compliance with CEQA. (To date all coverage transfers under the land coverage bank have been categorically exempt under CEQA.)

If the board approves the proposed grant, staff will file a Notice of Exemption with the State Clearinghouse (Exhibit 4) pursuant to Section 15062 of the State CEQA guidelines.


EXHIBIT 1
STATE OF NEVADA
STATE OF CALIFORNIA
LAKE TAHOE
SOUTH LAKE TAHOE
ELDORADO
Subject
TAHOE KEYS
TAHOE SIERRA
ALTA TAHOE
BIJOU PARK
BOAT HARBOR
THOMAS REAGAN MEM BEACH
EDGEWOOD GOLF COURSE
HEAVENLY VALLEY SKI AREA
TAHOE KEYS BLVD
LAKE TAHOE BLVD
HIGHWAY 50
SOUTH SHORE
1338

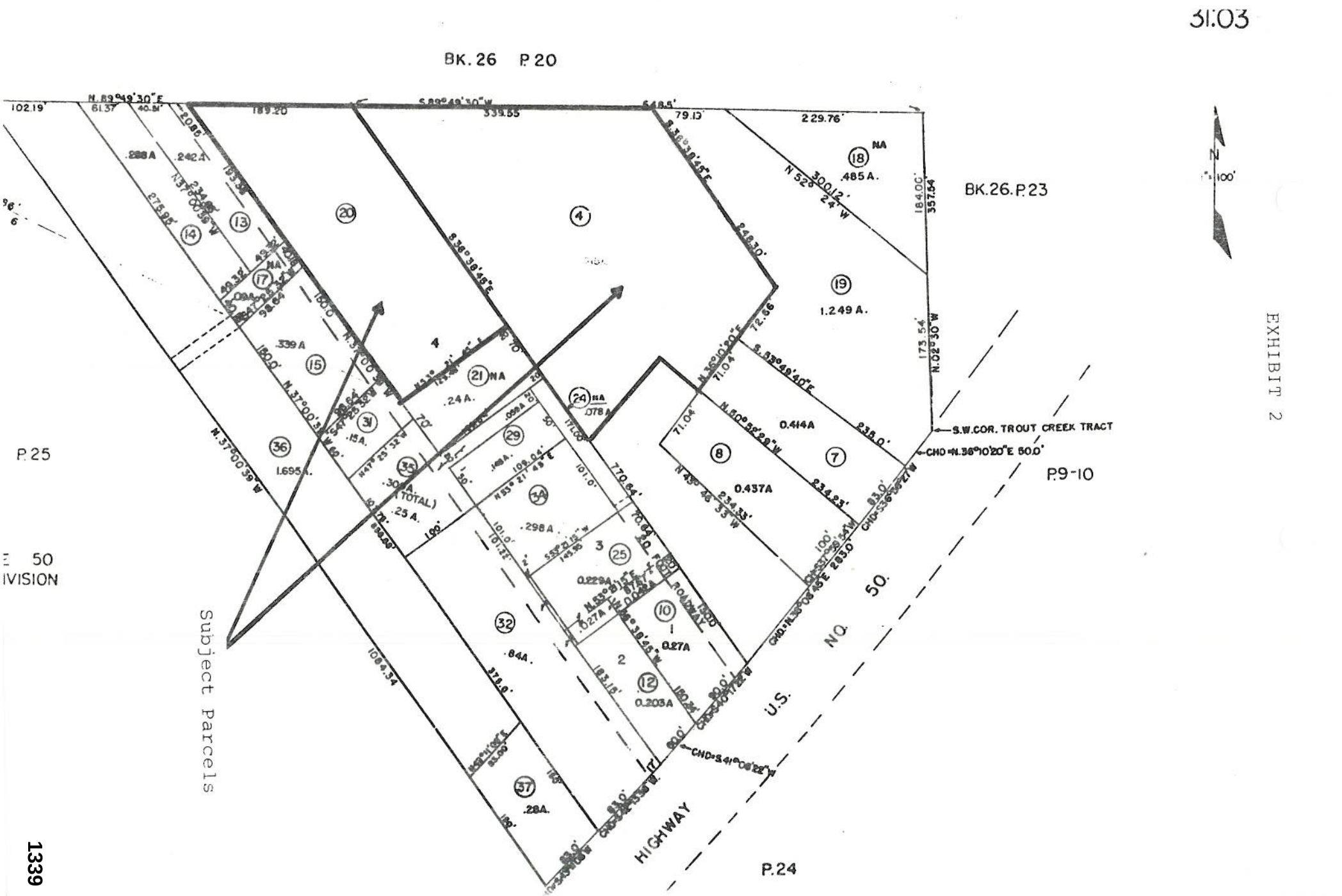

31:03
BK. 26 P. 20
BK. 26. P. 23
P. 25
P. 24
P. 9-10
EXHIBIT 2
Subject Parcels
U.S. NO. 50
HIGHWAY
S.W.COR. TROUT CREEK TRACT
CHD=N.36°10'20"E 50.0'
0.414A
0.437A
1.249 A.
.485 A.
.339 A
1.693 A.
.24 A.
.15 A.
.30 A. (TOTAL)
.23 A.
.298 A.
.84A.
.28A.
0.229A
0.27A
0.203A
N. 89°49'30" E
S. 89°49'30" W
N. 37°00'39" W
S. 36°38'45" E
N. 36°10'20" E
S. 53°49'40" E
N. 02°30" W
N 52° 24' W
N. 80°35'29" W
N. 45° 46' 53" W
N. 37°00'39" W
1088.34
770.64'
1339

EXHIBIT 3

To: ☐ Office of Planning a. Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk
County of El Dorado
330 Fair Lane
Placerville, CA 95667

From: (Public Agency) City of South Lake Tahoe
P. O. Box 1230 (Address)
South Lake Tahoe, CA 95705

FILED
JUL 13 1990
LILLIE MITCHELL, Clerk
By Sandra Schaffer

Project Title: Land Acquisition #90-61

Project Location - Specific: Portions of parcels adjacent to Lake Tahoe Blvd. located in a Stream Environment Zone - Parcels 31-030-04 & 31-030-20.

Project Location - City: South Lake Tahoe Project Location - County: El Dorado

Description of Project: The acquisition of properties located in a stream environment zone in order to complete restoration to meadowland, per TRPA direction, and to create an open space view corridor to the Lake.

Name of Public Agency Approving Project: City of South Lake Tahoe

Name of Person or Agency Carrying Out Project: City Parks & Recreation (Keith Gottschalk)

Exempt Status: (*check one*)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: CEQA Section 15316(a) & Section 15313.
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt: Section 15316(a) consists of the acquisition of land to establish a park and the management plan for the park has not been prepared. Section 15313 consists of the acquisition of lands for wildlife conservation purposes.

Lead Agency
Contact Person: Pamela Atwood Area Code/Telephone/Extension: (916) 573-2020

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: Pamela Atwood Date: 7/13/90 Title: Assistant Planner

☒ Signed by Lead Agency Date received for filing at OPR:

☐ Signed by Applicant

Revised October 1989

EXHIBIT 4

NOTICE OF EXEMPTION

TO: Office of Planning and Research
1400 - 10th Street, Room 121
Sacramento, CA 95814

FROM: California Tahoe Conservancy
2161 Lake Tahoe Boulevard
South Lake Tahoe, CA 95731

Project Title
Acquisition of Two Parcels near Trout Creek

Project Location
Two parcels located near Trout Creek and Highway 50 in South Lake Tahoe. El Dorado County Assessor Parcels Number 31-030-04 and 31-030-20.

Project Location - City
South Lake Tahoe

Project Location - County
El Dorado

Description of Nature, Purpose, and Beneficiaries of Project
Acquisition of fee interests in two parcels covering a total of 3.3 acres near Trout Creek for purpose of preserving open space and providing future recreational uses. The parcels will be acquired by the City of South Lake Tahoe using grant funding from the Conservancy.

Name of Public Agency Approving Project
California Tahoe Conservancy [Conservancy Meeting Of: July 20, 1990]
[Agenda Item X]

Name of Person or Agency Carrying Out Project
California Department of General Services

Exempt Status:

___ Ministerial (Sec. 15073)
___ Declared Emergency (Sec. 15071 (a))
___ Emergency Project (Sec. 15071 (b) and (c))
_X_ Categorical Exemption. Class 16 & 25, Sections 15316 & 15325 (also Title 14, Division 5.3, Sections 12102.16 & 12102.25)

Reasons Project Is Exempt
Project involves the acquisition of a parcel to conserve open space and to allow for future recreational uses.

Contact Person
Robert A. Sleppy

Telephone
(916) 324-0214

Date Received for Filing

Dennis T. Machida
Executive Officer

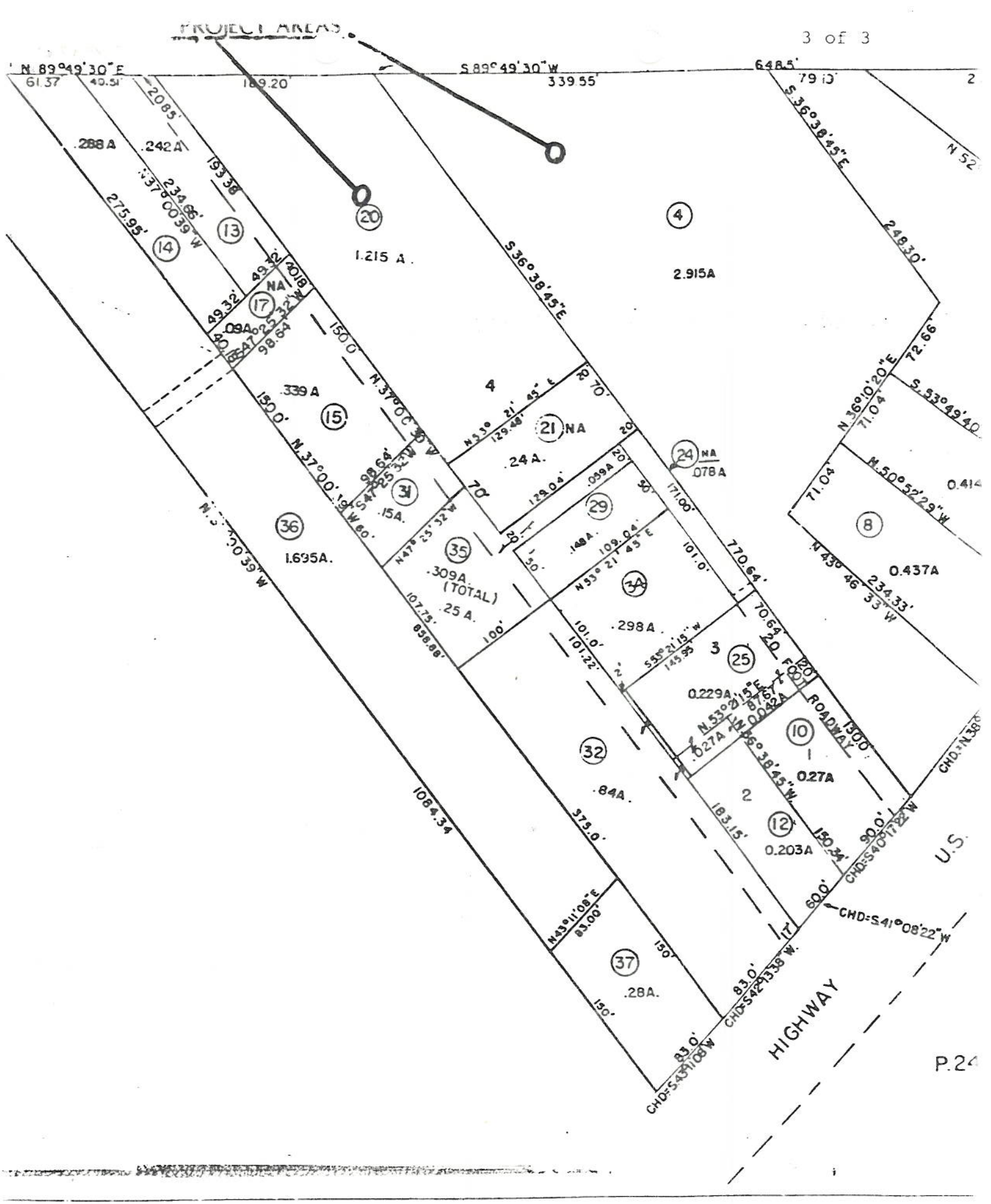

PROJECT AREAS
N 89°49'30" E
61.37
40.51
S 89°49'30" W
339.55
648.5'
189.20'
79.10'
S 36°38'45" E
248.30'
N 52
20.85'
.288 A
.242 A
193.36'
234.66'
N 37°00'39" W
275.95'
13
14
20
1.215 A.
4
2.915A
S 36°38'45" E
49.32'
49.32'
NA
.018
17
.09A
S 47°25'32" W
98.64'
150.0'
N 37°00'39" W
.339 A
15
150.0'
N 37°00'39" W
4
N 53° 21' 45" E
129.48'
20
70'
21 NA
.24 A.
24 NA
.078 A
129.04'
.099A
20
30'
171.00'
770.64'
70'
31
.15A.
S 47°25'32" W
98.64'
29
.148 A.
109.04'
N 53° 21' 45" E
101.0'
20'
50'
36
1.695A.
N 37°00'39" W
35
.309A.
(TOTAL)
.25 A.
107.75'
838.88'
100'
34
.298 A.
101.0'
101.22'
N 53° 21' 15" W
145.95'
3
25
0.229A
N 53°21'15" E
87.42'
0.042A
.627A
20' R/W
ROADWAY
1300'
10
0.27A
S 36°38'45" W
32
.84A.
379.0'
183.15'
2
12
0.203A
150.24'
90.0'
CHD=S 40°17'22" W
CHD=N 38°
1084.34
N 43°11'08" E
83.00'
150'
37
.28A.
150'
83.0'
CHD=S 43°11'08" W
83.0'
CHD=S 42°13'38" W
60.0'
CHD=S 41°08'22" W
HIGHWAY
U.S.
P.24
8
0.437A
N 43° 46' 33" W
234.33'
N 50°52'29" W
71.04'
71.04'
N 36°10'20" E
72.66'
S 53°49'40
0.414

EXHIBIT B

TIME SCHEDULE

Activity	Date
1. Grant Approval	July, 1990
2. Appraisal	August, 1990
3. Close Escrow	October, 1990

Exhibit C

List of Assurances

(For Acquisition Agreements)

By entering into the foregoing Agreement the applicant assures and certifies that it will comply with Conservancy regulations, policies, guidelines, conditions, and requirements as they relate to the acceptance and use of Conservancy funds for this project. Also, the applicant gives assurance and certifies with respect to the grant that:

1. It possesses legal authority to apply for and receive the grant funds, and to finance and construct the proposed facilities; that where appropriate, a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. It will manage the project to ensure its completion according to the Project Schedule.

3. It will obtain sufficient funds to complete the Project, over and above the portion borne by the Conservancy and, when the Project is completed, to assure the effective operation and maintenance of the facility for the purposes of the Conservancy grant.

4. It will submit plans for any proposed improvements on the Property to the Conservancy's Executive Officer for consistency review with the purposes of this grant.

5. It will not dispose of or encumber its title or other interests in the site and facilities except as permitted by the Conservancy in writing.

6. It will give the Conservancy, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the grant.

7. It will, where appropriate, comply with the requirements of the State's Braithwaite Act (Chapter 1574, Statutes of 1971 and related statutes), which provides for fair and equitable treatment of displaced persons.

8. It will comply with the applicable requirements of the California Environmental Quality Act.

California Tahoe Conservancy

INFORMATION FORM FOR LAND ACQUISITION

(Use one form for each parcel.)

Project Title LAND COVERAGE ACQUISITION GRANT :

1. Assessor's Parcel No. APN 31-030-201

2. Owner's name RICHARD DAVIS
   Address P.O. BOX 9199
   SOUTH LAKE TAHOE, CA 95731

3. Subdivision name SUB-DIV = ZERO

4. Land capability class 7
   (1-7)

5. a. Assessed value: Land $ 38,155 Improvements $ 86,161
   b. Approximate % of parcel needed 100
   c. Current fair market value of portion of parcel needed (circle one
      (fee) easement) _____

6. Existing improvements, if any NONE

7. Reason for acquisition TO MOVE BIKE TRAIL FROM SEZ, & BANK COVERAGE

8. a. Owner's willingness to cooperate YES

   b. Alternatives to acquisition (such as permit or right-of-entry) NONE

   c. If owner is unwilling to cooperate, can project still function by redesigning? If yes, explain.

9. Attach annotated Assessor's Plat showing proposed acquisition and approximate location of project improvements that will affect the lot (see example). If a creek or other drainageway crosses the property sketch its approximate location.

California Tahoe Conservancy

INFORMATION FORM FOR LAND ACQUISITION

(Use one form for each parcel.)

Project Title LAND COVERAGE ACQUISITION GRANT :

1. Assessor's Parcel No. APN 031-030-041

2. Owner's name RUSSO & ASSOC.
   Address P.O. BOX 8019
   SOUTH LAKE TAHOE, CA 95731

3. Subdivision name SUB-DIV = ZERO

4. Land capability class 7
   (1-7)

5. a. Assessed value: Land $152,361 Improvements $187,803
   b. Approximate % of parcel needed 50%
   c. Current fair market value of portion of parcel needed (circle one
      (fee) easement) _____

6. Existing improvements, if any MUFFLER SHOP & WRECKING YARD .

7. Reason for acquisition TO MOVE BIKE TRAIL FROM SEZ, & BANK COVERAGE

8. a. Owner's willingness to cooperate YES

   b. Alternatives to acquisition (such as permit or right-of-entry) NONE

   c. If owner is unwilling to cooperate, can project still function by redesigning? If yes, explain.

9. Attach annotated Assessor's Plat showing proposed acquisition and approximate location of project improvements that will affect the lot (see example). If a creek or other drainageway crosses the property sketch its approximate location.

Exhibit E

Model Deed Language

SUBJECT to a right of entry by the STATE OF CALIFORNIA ("State") in the event that any essential term or condition of that certain grant agreement for the acquisition of real property, No. _____ entered into between State, acting by and through the California Tahoe Conservancy and _____ (jurisdiction) on _____, 19___, is violated. Exercise of said right of entry shall be by State's recordation of a notice of the default of _____ (jurisdiction) under said agreement, and shall have the effect of vesting full _____ (jurisdiction) title to the hereinabove described real property in State at the expiration of thirty (30) days from the recordation of said notice.

The right of entry created herein is subject to the provisions of California Civil Code Section 885.010 - 885.070, and shall be construed in accordance with said provisions (or successor statutes).

EXHIBIT F

State of California — California Tahoe Conservancy

Request For Disbursement to Escrow Account

Acquisition Grant

Instructions: Complete one form for each title or escrow company to which payment should be sent. Prepare original and six copies.

Distribution:
Original and five copies to the Conservancy
One copy to Grantee

Date of this request:	Contract No.:
Project Title:	
Name of Grantee (local government entity):	
Contact Person:	Phone No.:
Street Address or P.O. Box:	
City:	State: / Zip:

The following copies of documents must be attached for each parcel in order for the Conservancy to process this request:

1. Appraisal(s)
2. Preliminary title report(s)
3. Agreement(s) for purchase and sale
4. Escrow instructions
5. Deed(s) or other instruments of conveyance

Amount:	
Payable to (title company):	
Street Address or P.O. Box:	
City:	
State:	Zip:

If there are any questions regarding the completion of this form please call your Conservancy Project Manager at (916) 542-2940.

Grantee Project Coordinator

(disacq.doc)
CTC-4 (6/86)

EXHIBIT F

State of California — California Tahoe Conservancy

Request For Disbursement to Grantee

Acquisition Grant

Instructions: Prepare original and six copies.

Distribution:
Original and five copies to the Conservancy
One copy to Grantee

Date of this request:	Contract No.:	
Project Title:		
Name of Grantee (local government entity):		
Contact Person:	Phone No.:	
Street Address or P.O. Box:		
City:	State:	Zip:
Amount:		

If there are any questions regarding the completion of this form please call your Conservancy Project Manager at (916) 542-2940.

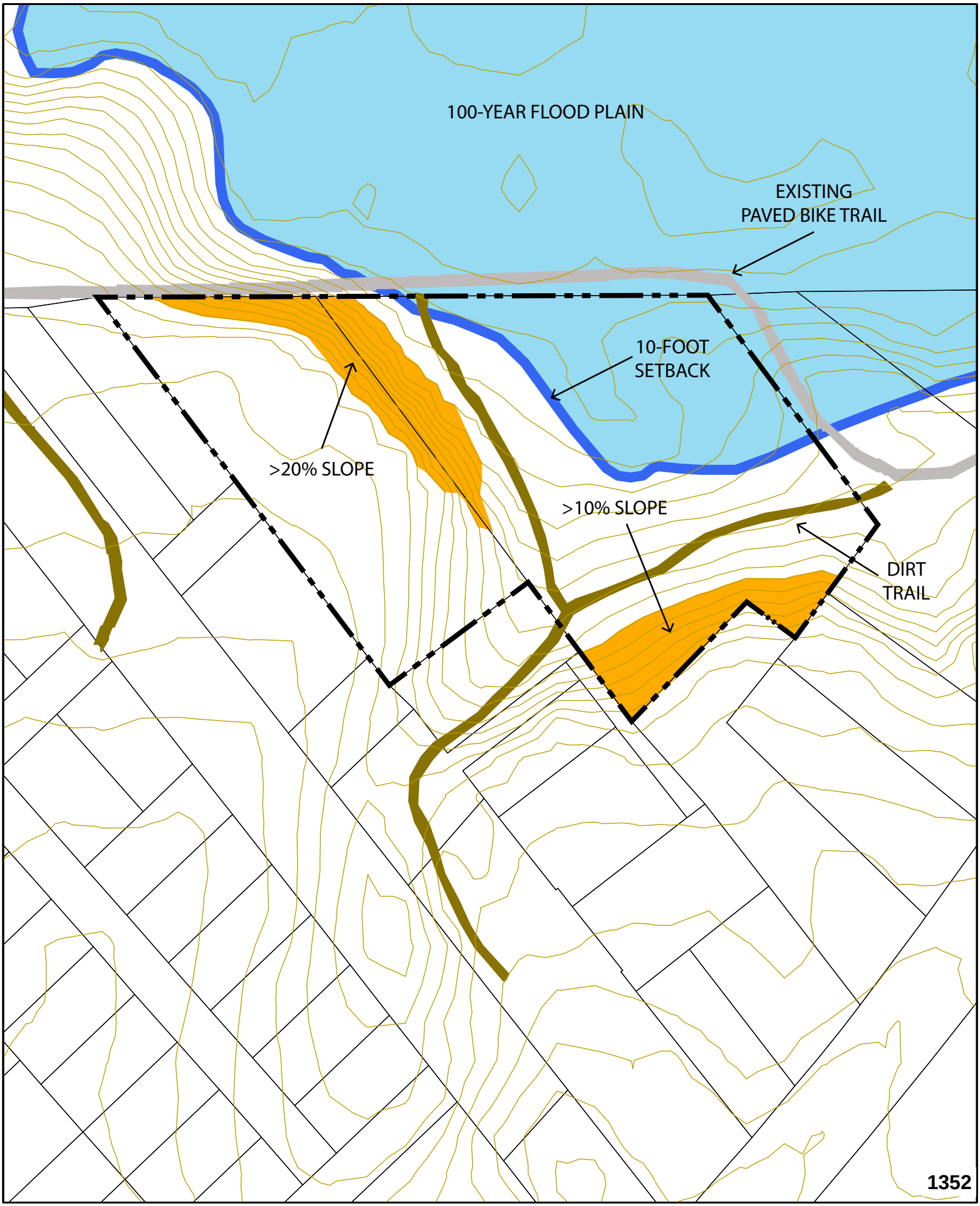
Grantee Project Coordinator

(disgrt.doc)
CTC-5 (6/86)

ATTACHMENT 04



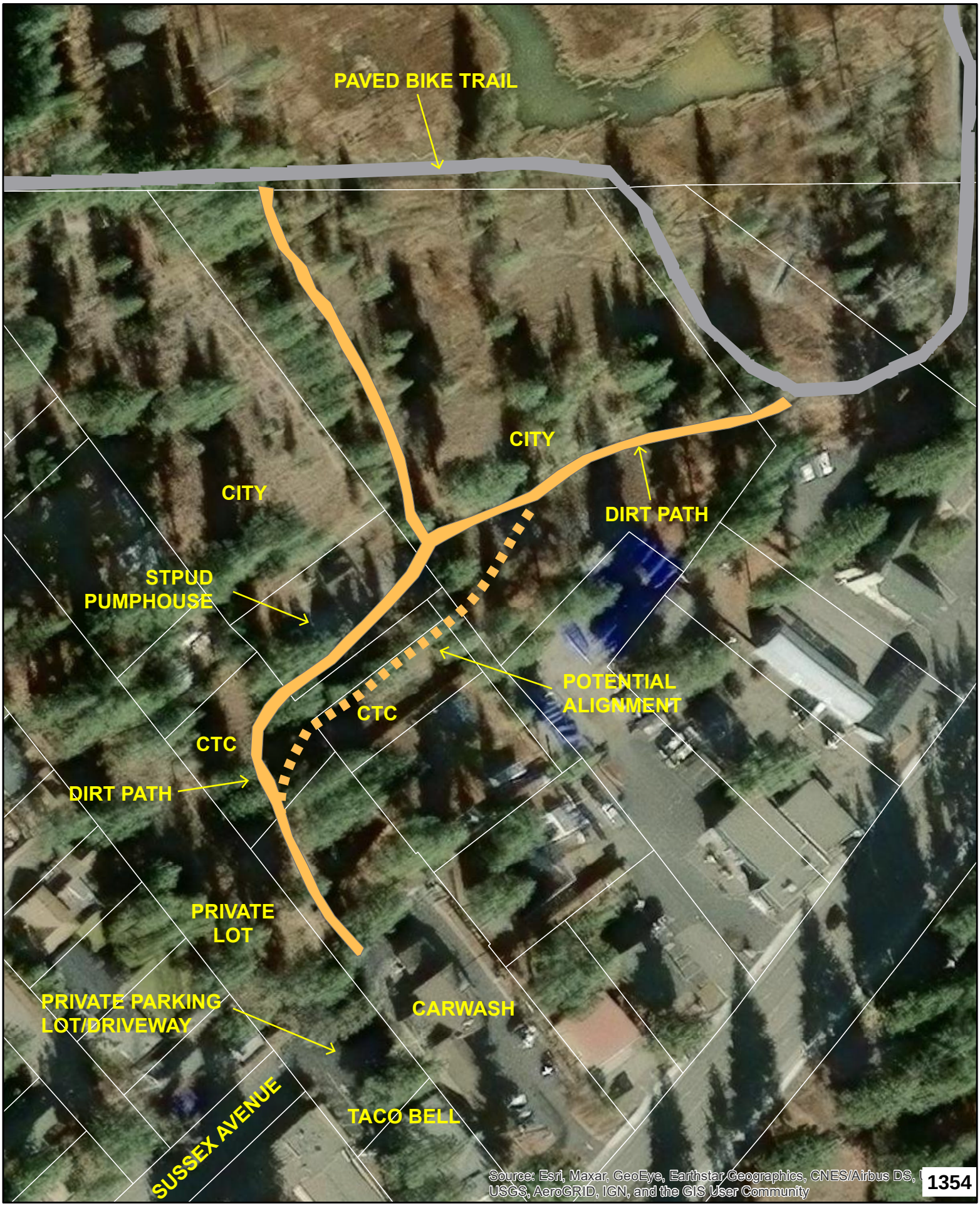
ATTACHMENT 05
CONSTRAINTS ANALYSIS



ATTACHMENT 07
ACCESS MAP



ATTACHMENT 08
SPUR ALIGNMENT



also moved closer (See attachment 2) In evaluating this change, staff is of the opinion that the wall be removed at this location. The basis for this is:

a. The garage's first floor facade, which faces the Highway, provides an internal staircase and storage with no windows. Consequently there is no security need for such a wall; and
b. Without the wall, the project would visually integrate better into the Highway streetscape; and
c. This would be consistent with the removal of the 8 foot wall adjacent to the west garage structure that was removed at the discretion of the developer as the structure was also moved closer to the Highway.

The following condition shall be added to the project:

11. That the wall adjoining the east parking/fitness center/employee unit be removed.

- **The garage furthest north of the entrance has been eliminated and replaced with the pool area, a small garage and maintenance parking.**
  The change was done at the discretion of the developer. From a site plan perspective, this change is acceptable to staff. This results in no change to the project conditions.

- **Land exchange** (See attachment 1: A.1.2 (exchange)
  1. The approved project site is bounded by the CTC property on the West and East sides.
  2. The "South Lake Tahoe Bike Path and Plaza Steering Committee" has recommended a bike trail plan that links the Class I trail from the El Dorado Beach to Ski Run Blvd. That bike alignment also includes a bike trail "spur" to access the City owned public beach behind the Timber Cove Lodge As well as a Lake Tahoe "overlook" immediately east of the Lake Front Professional Building.
  3. To implement the bike trial "spur" portion of the plan, it is necessary to move the proposed project westward to provide a finger of land between the Timber Cove property line and this project. The revised site plan shows the movement of the project westward.
  4. In addition, two other pieces of CTC land were added to the existing project site. They are:
     - East CTC parcel: A small triangular segment of the CTC property was also utilized to facilitate better unit lay out and pedestrian access; and
     - West CTC parcel: A small square shaped segment of the CTC property was also utilized to provide a better overall structure lay out on the site and to compensate for the westward shift of the structure to accommodate the bike trail "spur".
  5. As part of the compensation for this land exchange, the developer is required to fund and or install "additional" bike trail and or related improvements, with approval by the California Tahoe Conservancy, of a sum or value not to exceed $100,000 as outlined in agreement between developer and the California Tahoe Conservancy.

To guide the use of this negotiated sum, condition number 9 shall be modified as follows:

9. The project will be required to install new curb, gutter, multi use trail, street lights and any other infrastructure improvements to facilitate required improvements, such as retaining walls and drainage connections along its frontage. ***In addition the developer shall also install or fund (up to $100,000) future installation of:***

- ***The extension of the curb and gutter along the two CTC property frontages; and***
- ***The installation of the City light standard (the ones used on Ski Run Blvd.) across the two CTC property frontages; and***
- ***The construction of the class 1 bike trial on the CTC property frontages known as the "spur" and the "lookout"; and***
- ***Highway 50 landscaping consistent with the Design Manual Standards***

Use Permit Findings

1. Necessary/Desirable:

This Timeshare project is desirable at this location due to the recreation amenities and commercial uses immediately available in the area. As Timeshare owners stay for a week at a time, they should have easy and convenient access to recreational and commercial amenities. This location has restaurants, bike and walking trails, water and beach access, golf and shopping within walking distances.

2. Not injurious to neighborhood:

This project is not injurious to the neighborhood as the project design has been found to be consistent with the City Design Manual, City design standards, the Bijou/Al Tahoe CP Design Standards and Parking, Driveway and Loading Spaces Ordinance subject to the conditions (project and environmental mitigation measures) contained in this report as modified or added to under the discussion section of this report. Illustrative of some of these are:

a. A landscaped pedestrian oriented setback varying of 20 feet along U.S. 50; and

b. The "stepped" massing of the buildings (single story adjacent to the highway and two stories as the project moves from the highway to reduce the "canyon" effect of multi-storied buildings; and

c. The careful design attention as to form, proportions and materials on all elevations (facades) of the building; and

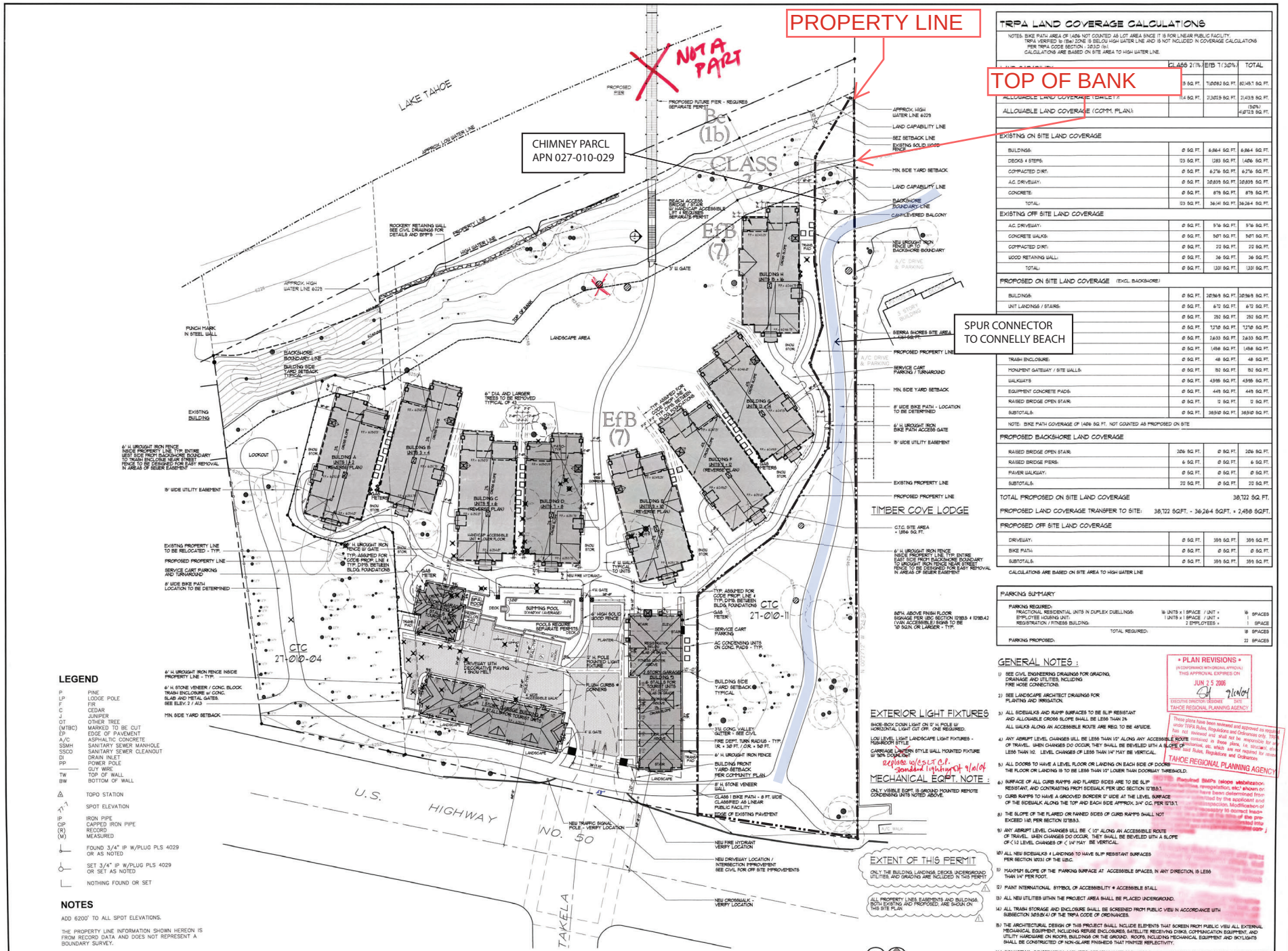
d. The addition of a multi use trail and lighting to enhance the convenience and a safe means to access the above identified amenities; and

e. Removal of the wall on the east side of the project; and

g. Improvement of the noted infrastructure on the CTC owned parcels as well as their Highway frontages.

3. Consistent with the intent of this code:

The project is consistent with the intent of the B/AT CP which is to develop a tourist and pedestrian oriented area for the Bijou District by providing a variety of services to the tourist and the local citizen. The project will provide the a tourist base and with the



TRPA LAND COVERAGE CALCULATIONS

NOTES: BIKE PATH AREA OF 1406 NOT COUNTED AS LOT AREA SINCE IT IS FOR LINEAR PUBLIC FACILITY. TRPA VERIFIED IN (Dec) 2006 IS BELOW HIGH WATER LINE AND IS NOT INCLUDED IN COVERAGE CALCULATIONS PER TRPA CODE SECTION . 20.3.D (b). CALCULATIONS ARE BASED ON SITE AREA TO HIGH WATER LINE.

	CLASS 2 (1b)	EfB 7 (30%)	TOTAL
[illegible]	5 SQ. FT.	71,0082 SQ. FT.	82,485.1 SQ. FT.
ALLOWABLE LAND COVERAGE (BASE 1%)	114 SQ. FT.	21,3013 SQ. FT.	21,413.9 SQ. FT.
ALLOWABLE LAND COVERAGE (COMM. PLAN.)			(30%) 41,872.5 SQ. FT.
EXISTING ON SITE LAND COVERAGE			
BUILDINGS:	Ø SQ. FT.	6,864 SQ. FT.	6,864 SQ. FT.
DECKS & STEPS:	123 SQ. FT.	1283 SQ. FT.	1,406 SQ. FT.
COMPACTED DIRT:	Ø SQ. FT.	6,276 SQ. FT.	6,276 SQ. FT.
A.C. DRIVEWAY:	Ø SQ. FT.	20,839 SQ. FT.	20,839 SQ. FT.
CONCRETE:	Ø SQ. FT.	878 SQ. FT.	878 SQ. FT.
TOTAL:	123 SQ. FT.	36141 SQ. FT.	36,264 SQ. FT.
EXISTING OFF SITE LAND COVERAGE			
A.C. DRIVEWAY:	Ø SQ. FT.	976 SQ. FT.	976 SQ. FT.
CONCRETE WALKS:	Ø SQ. FT.	987 SQ. FT.	987 SQ. FT.
COMPACTED DIRT:	Ø SQ. FT.	22 SQ. FT.	22 SQ. FT.
WOOD RETAINING WALL:	Ø SQ. FT.	36 SQ. FT.	36 SQ. FT.
TOTAL:	Ø SQ. FT.	1331 SQ. FT.	1331 SQ. FT.
PROPOSED ON SITE LAND COVERAGE (EXCL. BACKSHORE)			
BUILDINGS:	Ø SQ. FT.	20369 SQ. FT.	20369 SQ. FT.
UNIT LANDINGS / STAIRS:	Ø SQ. FT.	672 SQ. FT.	672 SQ. FT.
	Ø SQ. FT.	252 SQ. FT.	252 SQ. FT.
	Ø SQ. FT.	1,218 SQ. FT.	1,218 SQ. FT.
	Ø SQ. FT.	2,633 SQ. FT.	2,633 SQ. FT.
	Ø SQ. FT.	1,458 SQ. FT.	1,458 SQ. FT.
TRASH ENCLOSURE:	Ø SQ. FT.	48 SQ. FT.	48 SQ. FT.
MONUMENT GATEWAY / SITE WALLS:	Ø SQ. FT.	192 SQ. FT.	192 SQ. FT.
WALKWAYS:	Ø SQ. FT.	4,595 SQ. FT.	4,595 SQ. FT.
EQUIPMENT CONCRETE PADS:	Ø SQ. FT.	449 SQ. FT.	449 SQ. FT.
RAISED BRIDGE OPEN STAIR:	Ø SQ. FT.	12 SQ. FT.	12 SQ. FT.
SUBTOTALS:	Ø SQ. FT.	38,969 SQ. FT.	38,969 SQ. FT.
NOTE: BIKE PATH COVERAGE OF 1406 SQ. FT. NOT COUNTED AS PROPOSED ON SITE			
PROPOSED BACKSHORE LAND COVERAGE			
RAISED BRIDGE OPEN STAIR:	206 SQ. FT.	Ø SQ. FT.	206 SQ. FT.
RAISED BRIDGE PIERS:	6 SQ. FT.	Ø SQ. FT.	6 SQ. FT.
PAVER WALKWAY:	Ø SQ. FT.	Ø SQ. FT.	Ø SQ. FT.
SUBTOTALS:	212 SQ. FT.	Ø SQ. FT.	212 SQ. FT.
TOTAL PROPOSED ON SITE LAND COVERAGE			38,122 SQ. FT.
PROPOSED LAND COVERAGE TRANSFER TO SITE:	38,122 SQFT. - 36,264 SQFT. + 2,458 SQFT.		
PROPOSED OFF SITE LAND COVERAGE			
DRIVEWAY:	Ø SQ. FT.	359 SQ. FT.	359 SQ. FT.
BIKE PATH:	Ø SQ. FT.	Ø SQ. FT.	Ø SQ. FT.
SUBTOTALS:	Ø SQ. FT.	359 SQ. FT.	359 SQ. FT.

CALCULATIONS ARE BASED ON SITE AREA TO HIGH WATER LINE

PARKING SUMMARY		
PARKING REQUIRED:		
FRACTIONAL RESIDENTIAL UNITS IN DUPLEX DWELLINGS:	16 UNITS x 1 SPACE / UNIT =	16 SPACES
EMPLOYEE HOUSING UNIT:	1 UNITS x 1 SPACE / UNIT =	1 SPACE
REGISTRATION / FITNESS BUILDING:	2 EMPLOYEES =	1 SPACE
TOTAL REQUIRED:		18 SPACES
PARKING PROPOSED:		22 SPACES

GENERAL NOTES :

1) SEE CIVIL ENGINEERING DRAWINGS FOR GRADING, DRAINAGE AND UTILITIES, INCLUDING FIRE HOSE CONNECTIONS.
2) SEE LANDSCAPE ARCHITECT DRAWINGS FOR PLANTING AND IRRIGATION.
3) ALL SIDEWALKS AND RAMP SURFACES TO BE SLIP RESISTANT AND ALLOWABLE CROSS SLOPE SHALL BE LESS THAN 2% ALL WALKS ALONG AN ACCESSIBLE ROUTE ARE REQ. TO BE 48"WIDE.
4) ANY ABRUPT LEVEL CHANGES SHALL BE LESS THAN 1/2" ALONG ANY ACCESSIBLE ROUTE OF TRAVEL. WHEN CHANGES DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE OF LESS THAN 1:2. LEVEL CHANGES OF LESS THAN 1/4" MAY BE VERTICAL.
5) ALL DOORS TO HAVE A LEVEL FLOOR OR LANDING ON EACH SIDE OF DOOR. THE FLOOR OR LANDING IS TO BE LESS THAN 1/2" LOWER THAN DOORWAY THRESHOLD.
6) SURFACE OF ALL CURB RAMPS AND FLARED SIDES ARE TO BE SLIP RESISTANT, AND CONTRASTING FROM SIDEWALK PER UBC SECTION 1218.5.1.
7) CURB RAMPS TO HAVE A GROOVED BORDER 1' WIDE AT THE LEVEL SURFACE OF THE SIDEWALK ALONG THE TOP AND EACH SIDE APPROX. 3/4" O.C. PER 1215.1.
8) THE SLOPE OF THE FLARED OR FANNED SIDES OF CURB RAMPS SHALL NOT EXCEED 1:10, PER SECTION 1218.5.3.
9) ANY ABRUPT LEVEL CHANGES WILL BE < 1/2" ALONG AN ACCESSIBLE ROUTE OF TRAVEL. WHEN CHANGES DO OCCUR, THEY SHALL BE BEVELED WITH A SLOPE OF < 1:2 LEVEL CHANGES OF < 1/4" MAY BE VERTICAL.
10) ALL NEW SIDEWALKS & LANDINGS TO HAVE SLIP RESISTANT SURFACES PER SECTION 1203J OF THE U.B.C.
11) MAXIMUM SLOPE OF THE PARKING SURFACE AT ACCESSIBLE SPACES, IN ANY DIRECTION, IS LESS THAN 1/4" PER FOOT.
12) PAINT INTERNATIONAL SYMBOL OF ACCESSIBILITY @ ACCESSIBLE STALL.
13) ALL NEW UTILITIES WITHIN THE PROJECT AREA SHALL BE PLACED UNDERGROUND.
14) ALL TRASH STORAGE AND ENCLOSURE SHALL BE SCREENED FROM PUBLIC VIEW IN ACCORDANCE WITH SUBSECTION 3.05.B.4.I OF THE TRPA CODE OF ORDINANCES.
15) THE ARCHITECTURAL DESIGN OF THIS PROJECT SHALL INCLUDE ELEMENTS THAT SCREEN FROM PUBLIC VIEW ALL EXTERNAL MECHANICAL EQUIPMENT, INCLUDING REFUSE ENCLOSURES, SATELLITE RECEIVING DISKS, COMMUNICATION EQUIPMENT, AND UTILITY HARDWARE ON ROOFS, BUILDINGS OR THE GROUND. ROOFS, INCLUDING MECHANICAL EQUIPMENT AND SKYLIGHTS SHALL BE CONSTRUCTED OF NON-GLARE FINISHES(S) THAT MINIMIZE REFLECTIVITY.
16) ANY NORMAL CONSTRUCTION ACTIVITIES CREATING NOISE IN EXCESS TO THE TRPA NOISE STANDARDS SHALL BE CONSIDERED EXEMPT FROM SAID STANDARDS PROVIDED ALL SUCH WORK IS CONDUCTED BETWEEN THE HOURS OF 8:00 A.M. AND 6:30 P.M.

+ PLAN REVISIONS +
(IN CONFORMANCE WITH ORIGINAL APPROVAL)
THIS APPROVAL EXPIRES ON
JUN 2 5 2006
EXECUTIVE DIRECTOR / DESIGNEE — DATE
TAHOE REGIONAL PLANNING AGENCY

These plans have been reviewed and approved as required under TRPA Rules, Regulations and Ordinances only. TRPA has not reviewed and shall not be responsible for any conditions contained in these plans, i.e. structural, etc. which are not required by or reviewed under said Rules, Regulations and Ordinances.
TAHOE REGIONAL PLANNING AGENCY

Required BMPs (slope stabilization, revegetation, etc.) shown on these plans have been determined from information provided by the applicant and its representatives. Modification of these plans by the applicant and/or its representatives, or failure to implement the required BMPs in accordance with the approved plans may result in the issuance of a stop work order, citation, or other enforcement action.

LUNDAHL & ASSOCIATES
ARCHITECTURE • PLANNING • INTERIOR DESIGN
9444 DOUBLE R BLVD, SUITE B RENO, NEVADA (775) 348-7777 • FAX (775) 348-0604

SIERRA SHORES RESORT
3571 LAKE TAHOE BLVD.
A.P.N. 27-010-08; 10; 18; 20; + 21
CITY OF SOUTH LAKE TAHOE EL DORADO COUNTY CALIFORNIA

REVISIONS :
1 REV. 13 AUGUST 2004 PLAN REVIEW COMMENTS

JOB NO: 200403
DATE: 25 MAY 2004
CHECKED BY: JAL
DRAWN BY: MNA
SCALE: AS NOTED

SHEET: A1.2
OF:

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From:	Joseph Nady
To:	John Hitchcock
Cc:	Serrell Smokey; Letty Ramos
Subject:	Washoe Tribe withdrawal of interest in surplus lands
Date:	Tuesday, August 12, 2025 10:04:01 AM
Attachments:	image001.png

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Hello, Mr. Hitchcock,

On behalf of Chairman Serrell Smokey and the Washoe Tribe of Nevada and California, the Tribe is formally withdrawing interest in the City of South Lake Tahoe's surplus lands at this time.

Please do not hesitate to reach out if you have any questions.

Thank you.

Joseph D. Nady
General Counsel
Washoe Tribe of Nevada and California
919 US Highway 395 N.
Gardnerville, NV 89410
Phone: (775) 265-8600
Cell: (775) 634-7633

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DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
651 Bannon Street, Suite 400, Sacramento, CA 95811
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

August 28, 2025

John Hitchcock, Planning Manager
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

SENT VIA EMAIL TO: jhitchcock@cityofslt.us

Dear John Hitchcock:

RE: HCD's Review of the City of South Lake Tahoe's Resolution No. 2025-014 Declaring the Trout and Cold Creek Parcels and the Link Road Parcels as "Exempt Surplus Land"

Thank you for notifying the California Department of Housing and Community Development (HCD) of the City of South Lake Tahoe's (City) determination of the Trout and Cold Creek Parcels and the Link Road Parcels (APNs 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080-020-008, 031-030-020, and 031-030-039) (Properties), as "exempt surplus land."

HCD reviewed Resolution No. 2025-014 (Resolution) pursuant to Section 400 of the Surplus Land Act Guidelines. As explained below, HCD finds that the subject Properties qualify as "exempt surplus land" under Government Code section 54221, subdivision (f)(1)(C).

Analysis

Government Code section 54221, subdivision (f)(1)(C) states, "Surplus land that a local agency is exchanging for another property necessary for the agency's use. "Property" may include easements necessary for the agency's use" is exempt surplus land.

According to the Resolution and supporting documentation, the Properties consist of seven total parcels totaling approximately 180 acres. Five of the parcels are located outside of City limits, and two are within City limits. All seven parcels are currently vacant and are primarily designated as low-capacity lands. The City intends to exchange the Properties with the California Tahoe Conservancy (CTC), a state agency, for approximately 7.3 acres of land (Exchange Property). The documentation states it is in the City's best interest to dispose of the Properties to the CTC as they can best manage the Properties for resource conservation and recreation purposes. The Exchange Property consists of public lakefront recreation lands next to the City Lakeview Commons/El Dorado

Beach, various parcels with existing City constructed stormwater infrastructure, and parcels located adjacent to existing City-owned parcels. The Exchange Property will be used for open space purposes by the City.

The Properties are located within the Lake Tahoe region as defined in Section 66905.5. Therefore, a notice of availability of surplus land for open-space purposes as described in subdivision (b) of Section 54222 was issued on February 19, 2025. The Washoe Tribe of Nevada in California responded and expressed interest in the Properties but have since formally withdrawn their interest via email.

Conclusion

If the submitted documentation and assertions by the City are complete and accurate, HCD finds that the Property qualifies as “exempt surplus land” under Government Code section 54221, subdivision (f)(1)(C).

If you have any questions or need additional technical assistance, please contact Courtney Ide, Housing Policy Specialist, at courtney.ide@hcd.ca.gov.

Sincerely,

Laura Nunn

Laura Nunn
Housing Accountability Unit Chief
Housing Policy Development

Resolution 2026-XXX

Adopted by the City of South Lake Tahoe
City Council
September 8, 2026

Authorizing the Mayor to sign the Exchange and Bargain Sale Agreement and Joint Escrow Instructions with the California Tahoe Conservancy

BACKGROUND

A. The City of South Lake Tahoe owns seven parcels totaling approximately 181 acres of property (Assessor's Parcel Numbers 025-062-037, 025-081-013, 025-091-012, 031-030-020, 031-030-039, 080-010-013, and 080-020-008) (the "Subject Properties") that are not needed for City purposes, and which, the City desires to exchange for 18 parcels totaling approximately 7.1 acres owned by the California Tahoe Conservancy (Assessor's Parcel Numbers 023-686-016, 026-065-016, 027-010-016, 027-010-024, 027-010-029, 027-053-014, 027-073-005, 027-074-006, 027-112-013, 027-112-014, 027-112-015, 027-112-016, 027-112-017, 027-112-024, 027-134-022, 031-173-002, 031-173-004, and 032-090-0136) (the "CTC Properties")

B. On September 6, 2022, the City Council adopted Resolution 2022-117 declaring the City-owned parcels to be exempt surplus land pursuant to the Surplus Land Act and authorized the City Manager to negotiate a land exchange agreement with the California Tahoe Conservancy.

C. On September 15, 2022, the California Tahoe Conservancy Board adopted Resolution 22-09-03, authorizing the Conservancy staff to execute the exchange and transfer of Conservancy lands to the City of South Lake Tahoe.

D. Pursuant to the Surplus Land Act Guidelines Section 103(d)(4), the City has provided a Notice of Availability of the exempt lands on February 19, 2025, to all entities identified in Government Code Section 54222(b) and the California Department of Housing and Community Development. The City received one Letter of Interest from the Washoe Tribe of California and Nevada.

E. Pursuant to the requirements of the Surplus Land Act, the City entered into a good-faith negotiation with the Washoe Tribe of California and Nevada, which withdrew its interest in the exempt surplus lands on August 12, 2025.

F. Pursuant to Surplus Land Act Guideline Section 400(e), the City provided a Notice of Disposition to the California Department of Housing and Community Development of its intent to exchange lands with the California Tahoe Conservancy.

G. On August 28, 2025, the City received final approval from the California Department of Housing and Community Development, designating the City parcels as exempt surplus lands.

H. On July 14, 2026, the City Council held a regularly scheduled meeting to consider the land exchange agreement.

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 authorize the Mayor to sign the Exchange and Bargain Sale Agreement and Joint Escrow Instructions (Exhibit A), the Grant Deeds, Certificates of Acceptance and all other documents set forth in the Exchange and Bargain Sale Agreement and Joint Escrow Instructions or otherwise necessary to close the transactions contemplated herein.

Adopted by the City of South Lake Tahoe City Council on September 8, 2026, by the following vote:

Yes:
No:
Abstain:
Absent:

_____ Date:_____
Cody Bass, Mayor

Attest:

_____
Susan Blankenship, City Clerk

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

EXHIBIT A

EXCHANGE AND BARGAIN SALE AGREEMENT
AND JOINT ESCROW INSTRUCTIONS

THIS EXCHANGE AND BARGAIN SALE AGREEMENT and JOINT ESCROW INSTRUCTIONS (hereafter "Agreement) is entered into on this _____th day of _____, 2026, by and between the CALIFORNIA TAHOE CONSERVANCY, an agency of the State of California (hereafter "Conservancy"), acting pursuant to its duly adopted resolution dated September 15, 2022 (22-09-03) and the CITY OF SOUTH LAKE TAHOE, a municipal corporation, acting pursuant to its duly adopted Resolution No. 2022-117 dated September, 6, 2022 and Resolution No. _____ dated March __, 2026 (hereafter "City"). The Conservancy and the City may be referred to herein individually as "Party" or collectively as "the Parties".

W I T N E S S E T H:

Recitals.

1. This Agreement contains the terms of an exchange of land, together with joint escrow instructions, between the Conservancy and City, of certain real property located in El Dorado County, California ("the Transaction").
2. The Conservancy, pursuant to authority granted under Government Code section 66907, has acquired and has title to certain real property (hereafter "Conservancy Land") located in El Dorado County, California, identified as Assessor Parcel Numbers (APNs):
    - 027-010-016 PART, -024, -029 ("Lakefront Properties")
    - 027-073-005, 027-074-006, 027-112-013, -014, -015, -016, -017, -024, -027-134-022, 027-053-014, and 031-173-002 and -004 ("Water Quality Properties")
    - 026-065-016, 032-090-013, and 023-686-016 ("Management Efficiency Properties")
3. The City has acquired and has title to certain real property (hereafter "City Land") located in El Dorado County, California, identified as APNs:
    - 025-061-037, 025-081-013, 025-091-012, 080-010-013, and 080-020-008 ("Trout and Cold Creek Properties")
    - 031-030-020 and -039 ("Link Road Properties")
4. The Transaction entails the transfer of the City Land by the City to the Conservancy, and the transfer of the Conservancy Land by the Conservancy to the City, the restriction of future uses on the Lakefront Properties, the retention by the City of certain SEZ restoration credit and land coverage rights from the former Lake Christopher restoration project (APN 025-081-013) on the Trout and Cold Creek Properties, and the retention of commercial floor area and residential floor area banked by the Conservancy on APN 027-010-016 part, all as defined in this Agreement.
5. The aforementioned conveyance of the City Land to the Conservancy, as set forth herein below, includes transfer of all right, title, and interest to the City Land and all rights and interests appurtenant thereto, including all land coverage rights and development rights, except as defined in this Agreement below.
6. The aforementioned conveyance of the Conservancy Land to the City, as set forth herein below, includes transfer of all right, title, and interest to the Conservancy Land, and all rights

and interests appurtenant thereto, including all land coverage rights and development rights, except as defined in this Agreement below and subject to use restrictions on the Lakefront Properties.

7. The Conservancy, pursuant to its enabling legislation set forth at Government Code §§ 66905 *et seq*., operates various programs for protecting and enhancing the environment of the Lake Tahoe Basin, including a program for the acquisition of environmentally sensitive lands and programs for the acquisition of lands for public access and watershed restoration purposes.

8. The Conservancy, on September 15, 2022 (Resolution No. 22-09-03), acting pursuant to Government Code §§ 66907.1 and 66907.8, authorized the acquisition of the portions of the City Land described in this Agreement below by means of a land exchange for the purposes of consolidate property ownership, improve land management efficiencies, and allow for future restoration opportunities. The City, on September 6, 2022 (Resolution No. 2022-117), authorized the acquisition of the portions of the Conservancy Land described in this Agreement below by means of a land exchange. The Exchange results in the City acquiring approximately 7.3 acres, consisting of public lakefront recreation land next to the City's El Dorado Beach, various parcels with existing City stormwater facilities, and parcels next to City lands. The Exchange also results in the Conservancy acquiring approximately 180 acres of environmentally sensitive land along Trout and Cold Creeks and next to other Conservancy lands. The Exchange aligns with Conservancy land management purposes that prioritize resource protection and recreation use, provides future planning opportunities for watershed restoration complementing the Upper Truckee River Marsh project, and is consistent with the Conservancy's Land Transfer Guidelines. The Exchange supports various goals of the Conservancy's Strategic Plan.

9. The Conservancy grant agreement to the City for City acquisition of the Link Road parcels and a related recorded deed against the Link Road parcels confirm the Conservancy's grant agreement purpose in the bike trail on the property.

10. Finally, the Exchange results in a net increase of state-owned land and supports California's Pathways to 30x30 and the Natural and Working Lands Climate Smart Strategy, which seek to maximize carbon sequestration, provide public access, and enhance biodiversity.

11. The City Land subject to this Transaction is exempt surplus property under the Surplus Lands Act, Government Code section 54220 et seq., and the Surplus Lands Act Guidelines dated April 2021, as amended and renumbered August 1, 2024, under Sections 103(c)(4) (surplus land that a local agency is exchanging for another use) and 103(c)(5) (surplus land that is transferred to a state agency for that agency's use), as found by the City Council in Resolution No. 2022-117.

12. NOW THEREFORE, in consideration of the mutual agreements set forth herein, and the respective benefits accruing to the Parties hereto, the Parties agree as follows:

-

1. <u>ESSENTIAL TERMS OF THE TRANSACTION.</u>

a. <u>Exchange</u>.

The Conservancy and City hereby agree on the terms and conditions set forth below, to carry out the Transaction, consisting of:

i. The conveyance by the Conservancy to the City of the following Conservancy Land together with all land coverage and other development rights associated with said portions of the Conservancy Land, except for reservation by the Conservancy of commercial floor area and residential floor area banked on APN 027-010-016 part, and subject to use restrictions on the Lakefront Properties:
   - Lakefront Properties
   - Water Quality Properties
   - Management Efficiency Properties

   as more particularly described above in Recital 2 and in the Grant Deed in **Exhibit 1**;

ii. The conveyance by the City to the Conservancy of the following portions of the City Land together with all land coverage and other development rights associated with the said portions of the City Land, except for SEZ restoration credit and class 1b coverage banked on the Trout and Cold Creek Properties from the former "Lake Christopher" restoration project on APN 025-081-013:
   - Trout and Cold Creek Properties
   - Link Road Properties

   as more particularly described above in Recital 3 and in the Grant Deed in **Exhibit 2**;

b. Reservation and Allocation of Coverage

The Conservancy and City agree to the City retaining all the banked SEZ restoration credit and class 1b coverage as defined in Chapter 30 of the Code of Ordinances for the Tahoe Regional Planning Agency (or any successor ordinance thereto) (also known as "SEZ Restoration Credit and Class 1b Coverage") from the former Lake Christopher restoration project (APN 025-081-013) for the City's use elsewhere at its sole discretion as more particularly described in Exhibit B of **Exhibit 2** of this Agreement.

The amount of SEZ Restoration Credit and Class 1b coverage retained by the City shall be the remaining amount banked from the restoration of Lake Christopher.

Prior to the recording of the land exchange, the City agrees to establish a non-parcel receiver account with TRPA in which they will bank the retained SEZ Restoration Credit.

c. Preliminary Title Reports.

The Conservancy acknowledges receipt of preliminary title report(s) on the City Land.City acknowledges receipt of preliminary title report(s) on the Conservancy Land.

d. Closing Date.

This escrow shall close upon:

i. Satisfaction of all of the general conditions of the Transaction set forth in Section 1e) below; and

ii. Completion of all the deposits in escrow required in Section 2 below; and

iii. Satisfaction of the specific conditions of close of escrow set forth in Section 3 below,

but in any case, no later than September 30, 2026, unless extended by mutual written agreement of the Conservancy and the City.

f. General Conditions of the Transaction.

The Parties agree and acknowledge that the Transaction, and close of escrow under this Agreement, are subject to the following general conditions:

i. None

2. OPENING OF ESCROW; DEPOSITS IN ESCROW

a. General provisions.

This Transaction shall be completed through an escrow ("the Escrow") to be opened by and between the Conservancy and the City at Placer Title Company of South Lake Tahoe, California (hereafter "Escrow Holder"). Escrow Holder may request any Party to this Agreement to provide evidence of the identity of City or Conservancy or any person who is a signatory to any document deposited in escrow.

b. Deposits by the City.

The City shall deposit the following items in Escrow:

i. A Grant Deed (**Exhibit 2**) duly executed and acknowledged by City, conveying the City Land to the State of California;

ii. Certificates of Acceptance by City acknowledging City's acceptance of the Conservancy Land;

iii. Change of Ownership form for the Conservancy Land, pursuant to Government Code section 27280; and

iv. Notice of the change of ownership of the Conservancy Land, to be mailed to the El Dorado County Assessor's Office and to any special Districts with jurisdiction.

c. Deposits by Conservancy.

The Conservancy shall deposit the following items in Escrow:

i. Grant Deeds (**Exhibit 1**) duly executed and acknowledged by Conservancy, conveying the Conservancy Land to City;

ii. Certificates of Acceptance acknowledging Conservancy's acceptance of the City Land.

iii. Change of Ownership form for the City Land, pursuant to Government Code section 27280; and

iv. Notice of the change of ownership of the City Land, to be mailed to the El Dorado County Assessor's Office and to any special Districts with jurisdiction.

3. CONDITIONS TO CLOSING ESCROW

Neither this Transaction, nor any part of it, may be closed until:

a. All of the items listed in Section 2. above have been deposited in Escrow; and

b. All of the following conditions have been satisfied:

i. With respect to the conveyance of the City Land to the Conservancy:

(1) Escrow Holder is prepared to issue a Standard California Land Title Association owner's policy of title insurance ("CLTA Policy") in the amount of One Hundred Thousand dollars ($100,000), showing title to the City Land vested in the State of California, free and clear of all liens, leases, encumbrances, assessments, encroachments, easements of records or otherwise, and taxes, except:

All exceptions regarding local taxes not owed by the State of California.

ii. With respect to the conveyance of the Conservancy Land to City:

(1) Escrow Holder is prepared to issue a CLTA Policy in the amount of One Hundred Thousand dollars ($100,000), showing title to the Conservancy Land vested in City, free and clear of all liens, leases, encumbrances, assessments, encroachments, easements of records or otherwise, and taxes, except recorded exceptions as of the closing date and relevant taxes and fees.

4. CLOSING

Escrow Holder is authorized and instructed to close this Transaction when, and only when, all conditions to the close of escrow set forth in Paragraphs 1(e) and 3 above have been fully satisfied, but not later than the Closing Date, unless otherwise hereafter agreed to in writing by and between the Parties.

At close of escrow, Escrow Holder shall:

a. Date the Grant Deeds and any other documents in Escrow that are not already dated, with the date of the close of escrow;

b. Record in the following order:

i. Grant Deed (**Exhibit 2**) from City to the State of California, together with the Certificate of Acceptance by the Conservancy for the said deed.

ii. Grant Deeds (**Exhibit 1**) from the State of California to the City, together with the Certificates of Acceptance by City for the said deeds.

c. Issue the CLTA Policies described in Sections 3.b.(i) and 3.b.(ii.) above to the respective Parties. The original and two copies of the respective title policies, together with conformed,

facsimile copies of the recorded deeds to each Party, shall be mailed respectively to:

i. the California Tahoe Conservancy, Acquisition Section, 1061 Third Street, South Lake Tahoe, California 96150. The transmittal of the Conservancy's CLTA Policy shall be accompanied by an invoice for one-half of the escrow fee and for the CLTA Policy premium for the City Land; and

ii. the City of South Lake Tahoe, Attn: City Clerk, 1901 Lisa Maloff Way, South Lake Tahoe, CA 96150. The transmittal of City's CLTA Policy shall be accompanied by an invoice for one-half of the escrow fee and for the CLTA Policy premium for the Conservancy Land.

d. Send a notice to cancel taxes for the City Land, with assessor parcel numbers and recording date, to the El Dorado County tax collector; and send a notice of the transfer of said parcel to the special assessment Districts) within which the said Parcels are located; and

e. Send a notice to cancel taxes for the Conservancy Land, with assessor parcel numbers and recording date, to the El Dorado County tax collector; and send a notice of the transfer of said parcel to the special assessment Districts) within which the said Parcels are located.

5. CLOSING COSTS AND PRORATIONS

Closing costs shall be allocated and prorations made on the basis of a thirty (30) day month, as follows:

a. The Conservancy and City shall split equally the cost of the Escrow fee and pay their respective title fees due in this Transaction.

b. The grant deeds and easement grant deeds from the City to the Conservancy and the Conservancy to the City may be recorded without payment of recordation fees, pursuant to Government Code section 27383. In addition, no documentary transfer tax shall be paid in connection with the grant deeds or easement grant deeds from the City to the State of California for the transfer of the City Land or the grant deeds or easement grant deeds from the Conservancy to the City for the transfer of the Conservancy Land, pursuant to Revenue and Taxation Code section 11922.

6. EXTENSION OR CANCELLATION OF ESCROW

a. If, owing to the failure or inability to perform by either Party to this Agreement, Escrow does not close by the Closing Date, or such later closing date as may be hereafter agreed to in writing by and between the Parties, the other Party may cancel Escrow and receive the release of all sums or documents which it had previously deposited in Escrow.

Nothing in this paragraph shall detract from any other legal remedies which either Party may have in the event of the other Party's default.

b. In the event that Escrow is cancelled, any escrow cancellation fee shall be borne by the Party whose failure or inability to perform was the cause or reason for the cancellation.

7. RELEASES FROM ESCROW

All documents released at close of Escrow to which the Conservancy is entitled shall be sent to:

California Tahoe Conservancy
Attn: Aimee Rutledge, Acquisitions
1061 Third Street
South Lake Tahoe, CA 96150

All documents released at close of escrow to which the City is entitled shall be sent to:

City of South Lake Tahoe
Attn: ZacharyThomas, Director of Development Services
1052 Tata Lane
South Lake Tahoe, CA 96150

8. MUTUAL UNDERSTANDINGS, REPRESENTATIONS, AND ACKNOWLEDGMENTS

a. Application of securities laws.
The Parties to this Agreement acknowledge that this transaction does not constitute the sale or transfer of a "security" under Federal or State law.

b. Execution of supplemental instructions or amendments.

This Agreement shall serve as joint escrow instructions to the Escrow Holder. Each Party agrees to execute, at the request of the other, such amendments to this document or supplemental escrow instructions as may be necessary to comply with applicable law or with the administrative regulations or procedures of the TRPA, the State of California, the City or as otherwise necessary to effectuate the purposes of this Agreement; provided, that such amendments or supplemental instructions do not alter the essential financial terms of this Transaction or the duration of Escrow.

c. Captions.

The captions on the articles and sections of this Agreement are for convenience only, and shall be of no force or effect in the interpretation of the Agreement.

d. Entire Agreement

The contents of this Agreement are the entire agreement between the Parties, and supersede all written and oral communication between the Parties prior to its execution, all understanding and negotiations regarding the same having been merged herein.

e. Modification

This Agreement shall not be modified except by the written agreement of the Parties.

9. NOTICES

All notices under this Agreement shall be in writing and shall be sent by U.S. Mail, registered or certified, return receipt requested. The date of notice shall be deemed to be the first

business day following mailing. The Parties' addresses for purposes of notices are shown beneath the signature blocks below.

REMAINDER OF THIS PAGE INTENTIONALLY BLANK
SEE SIGNATURE BLOCKS ON FOLLOWING PAGE.

CALIFORNIA TAHOE CONSERVANCY

By _____ Date: _____

Jason Vasques
Executive Director
1061 Third Street
South Lake Tahoe, CA 96150

CITY OF SOUTH LAKE TAHOE

BY: _____ Date: _____

Cody Bass
Mayor
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

RECORDING REQUESTED BY AND WHEN RECORDED RETURN TO:

STATE OF CALIFORNIA
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150

OFFICIAL STATE BUSINESS – EXEMPT FROM RECORDING FEES
PURSUANT TO GOVERNMENT CODE SECTION 27383 AND DOCUMENTARY
TRANSFER TAX PURSUANT TO REVENUE AND TAXATION CODE SECTION 11922.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Grant Deed	Agency: California Tahoe Conservancy & City of South Lake Tahoe Project: CTC, City SLT Exchange File No.: ABMS: File:

El Dorado County APNs: 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080-020-008, 031-030-020 and 39

The City of South Lake Tahoe

hereby GRANTS to the State of California, California Tahoe Conservancy the following described real property situated in the State of California, County of El Dorado, described as follows:

See Exhibit "A"
consisting of ____ (__) pages attached hereto
and by this reference made a part hereof.

SUBJECT TO
reservations contained in "Exhibit B" consisting of one (1) page
attached hereto and by this reference made a part hereof.

Dated: _____

By: _____

EXHIBIT "A"
LEGAL DESCRIPTION OF "PROPERTY"

LAND KNOWN AS "TROUT AND COLD CREEK PROPERTIES" (EL DORADO APNS 025-061-037, 025-081-013, 025-091-012, 080-010-013, 080-020-008)

SEE "EXHIBIT B" FOR RESERVATIONS RELATED TO DEVELOPMENT RIGHTS ON "TROUT AND COLD CREEK PROPERTIES"

The land described herein is situated in the State of California, County of El Dorado, unincorporated area, described as follows:

ALL THAT PORTION OF THE WEST HALF OF LOT 11; AND THAT PORTION OF THE WEST HALF OF LOT 10; AND THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 3; AND THAT PORTION OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 10; AND THAT PORTION OF THE NORTH HALF OF THE SOUTHWEST QUARTER; THE NORTHWEST QUARTER; AND THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 11; AND THAT PORTION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 2, ALL IN TOWNSHIP 12 NORTH, RANGE 18 EAST, M.D.B.&M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF LOT 1, BLOCK 56 OF TAHOE SIERRA SUBDIVISION NO. 3, AS SAID LOT AND BLOCK ARE SHOWN ON THE OFFICIAL MAP OF SAID TAHOE SIERRA SUBDIVISION NO. 3, FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, STATE OF CALIFORNIA ON JULY 5, 1946 IN MAP BOOK "A" AT PAGE 45, SAID POINT BEING LOCATED ON THE SOUTHWESTERLY LINE OF A 40 FOOT COUNTY ROAD CALLED MARTIN AVENUE; THENCE LEAVING SAID LINE AND RUNNING SOUTH 40 DEG 22' EAST 425.90 FEET ALONG THE SOUTHWESTERLY LINE OF SAID MARTIN AVENUE EXTENDED SOUTHEASTERLY TO A POINT; THENCE MEANDERING ALONG THE WESTERLY SIDE OF THE TROUT CREEK MEADOW, IN A SOUTHERLY DIRECTION THE FOLLOWING COURSES AND DISTANCES: SOUTH 3 DEG 55' WEST 324.70 FEET; SOUTH 29 DEG 39' WEST 157.49 FEET; SOUTH 3 DEG 48' WEST 267.57 FEET; SOUTH 14 DEG 28' WEST 148.31 FEET; SOUTH 21 DEG 01-1/2' WEST 149.33 FEET; SOUTH 1 DEG 28' WEST 278.50 FEET; SOUTH 8 DEG 49-1/2' EAST 301.48 FEET; SOUTH 16 DEG 05' EAST 425.35 FEET; SOUTH 24 DEG 14' WEST 257.70 FEET; SOUTH 68 DEG 39' EAST 301.81 FEET; SOUTH 25 DEG 24' EAST 235.78 FEET; SOUTH 19 DEG 06' EAST 326.50 FEET; SOUTH 35 DEG 17-1/2' EAST 596.10 FEET; SOUTH 19 DEG 22-1/2' EAST 376.26 FEET; SOUTH 3 DEG 13-1/2' WEST 350.30 FEET AND SOUTH 31 DEG 50' EAST 143.06 FEET TO A 1 INCH CAPPED IRON PIPE STAMPED L.S. 2217 MARKING THE EAST 1/16TH CORNER BETWEEN SECTIONS 3 AND 10, 1950, FROM WHICH A 2-1/2 INCH CAPPED IRON PIPE MARKING THE CORNER COMMON TO SECTIONS 2 AND 3, 10 AND 11, TOWNSHIP 12 NORTH, RANGE 18 EAST, M.D.B.&M., BEARS NORTH 89 DEG 08' 44" EAST 1322.05 FEET; THENCE CONTINUING ALONG THE WESTERLY SIDE OF SAID TROUT CREEK MEADOW, SOUTH 21 DEG 40' EAST 265.23 FEET; SOUTH 8 DEG 46-1/2' WEST 297.49 FEET; SOUTH 13 DEG 51-1/2' WEST 270.43 FEET; SOUTH 12 DEG 18-1/2' EAST 189.37 FEET; SOUTH 31 DEG 53-1/2' EAST 239.04 FEET AND SOUTH 17 DEG 01' WEST 143.34 FEET TO THE SOUTH BOUNDARY OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 12 NORTH, RANGE 18 EAST, M.D.B.&M,; THENCE ALONG SAID SOUTH LINE IN AN EASTERLY DIRECTION TO THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHEAST QUARTER; SAID POINT BEING ON THE WEST LINE OF MONTGOMERY ESTATES UNIT NO. 5, AS PER OFFICIAL MAP THEREOF RECORDED SEPTEMBER 5, 1967 IN MAP BOOK "D" AT PAGE 91; THENCE ALONG SAID WEST LINE NORTH 0 DEG 45' 15" WEST TO THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID POINT BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF PIONEER TRAIL, A PUBLIC ROAD; THENCE ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID PIONEER TRAIL THE FOLLOWING FOUR COURSES AND DISTANCES: (1) NORTH 72 DEG 01' 30" EAST 146.89 FEET, (2) CURVING TO THE LEFT ON AN ARC OF 828.70 FEET RADIUS, SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 56 DEG 46' 23" EAST 436.01 FEET, (3) NORTH 41 DEG 31' 15" EAST 288.48 FEET, (4) NORTH 43 DEG 17' 30" EAST 279.49 FEET TO THE MOST WESTERLY CORNER OF LOT 205 OF MONTGOMERY ESTATES UNIT NO. 4, AS PER OFFICIAL MAP THEREOF RECORDED DECEMBER 14, 1965 IN MAP BOOK "D" AT PAGE 57; THENCE ALONG THE NORTHERLY AND EASTERLY LINE OF SAID UNIT NO. 4, THE FOLLOWING COURSES AND DISTANCES: NORTH 43 DEG 17' 30" EAST 169.86 FEET;

THENCE ALONG THE ARC OF A CURVE WITH A RADIUS OF 1040.00 FEET, A DISTANCE OF 91.15 FEET, THE CHORD OF WHICH BEARS NORTH 40 DEG 46' 52" EAST 91.13 FEET; THENCE SOUTH 52 DEG 25' 10" EAST 160.53 FEET; THENCE SOUTH 71 DEG 51' 50" EAST 363.04 FEET; THENCE SOUTH 29 DEG 22' 40" EAST 309.85 FEET; THENCE NORTH 79 DEG 39' 30" EAST 109.84 FEET; THENCE SOUTH 75 DEG 57' EAST 131.94 FEET; THENCE SOUTH 59 DEG 50' EAST 135.33 FEET; THENCE SOUTH 25 DEG 16' 40" EAST 257.89 FEET; THENCE SOUTH 6 DEG 22' 50" EAST 827.67 FEET; THENCE SOUTH 21 DEG 35' 20" EAST 252.72 FEET; THENCE SOUTH 5 DEG 31' 20" EAST 260.07 FEET; THENCE SOUTH 21 DEG 37' EAST 135.69 FEET; THENCE SOUTH 40 DEG 30' EAST 180.17 FEET; THENCE SOUTH 32 DEG 09' EAST 252.03 FEET TO A POINT IN THE NORTH- SOUTH CENTERLINE OF SAID SECTION 11, FROM WHICH THE SOUTHEAST CORNER OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 11 BEARS SOUTH 0 DEG 56' EAST 1042.98 FEET; THENCE LEAVING SAID MONTGOMERY ESTATES UNIT NO. 4, AND NORTHERLY ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 11 TO THE CENTER OF SAID SECTION; THENCE ALONG THE SOUTH LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 11 IN AN EASTERLY DIRECTION TO A 3/4 INCH CAPPED IRON PIPE SET AT A CORNER OF MONTGOMERY ESTATES AT LAKE CHRISTOPHER UNIT NO. 1, AS SHOWN ON THE OFFICIAL MAP OF MONTGOMERY ESTATES AT LAKE CHRISTOPHER UNIT NO. 1, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY OF EL DORADO, STATE OF CALIFORNIA ON MAY 8, 1961 IN MAP BOOK "C" AT PAGE 69, FROM WHICH THE SOUTHEAST CORNER OF SAID SUBDIVISION MARKED BY A 2 INCH CAPPED IRON PIPE AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 11 BEARS NORTH 88 DEG 44' EAST 482.79 FEET; THENCE ALONG THE WESTERLY LINES OF SAID SUBDIVISION THE FOLLOWING COURSES AND DISTANCES: NORTH 31 DEG 54' 30" WEST 245.13 FEET; NORTH 68 DEG 45' WEST 289.70 FEET; NORTH 04 DEG 07' 40" EAST 486.26 FEET; NORTH 62 DEG 29' 20" WEST 270.60 FEET; NORTH 630.00 FEET; NORTH 30 DEG 08' 30" WEST 358.47 FEET; NORTH 14 DEG 02' 10" WEST 453.54 FEET, AND NORTH 36 DEG 08' WEST 251.28 FEET TO A POINT ON THE SOUTHEASTERLY LINE OF LOT 40 OF LAKE CHRISTOPHER SUBDIVISION; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID LOT 40, AS SAID LOT IS SHOWN ON THE OFFICIAL MAP OF LAKE CHRISTOPHER SUBDIVISION, FILED IN THE OFFICE OF THE COUNTY RECORDER OF EL DORADO COUNTY, STATE OF CALIFORNIA ON APRIL 23, 1958 IN MAP BOOK "B" AT PAGE 94, SOUTH 60 DEG 00' WEST 184.86 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT; THENCE ALONG THE LINES OF LOTS 40 THROUGH 55, BOTH INCLUSIVE, OF SAID LAKE CHRISTOPHER SUBDIVISION THE FOLLOWING COURSE AND DISTANCES: NORTH 43 DEG 37' 51" WEST 145.46 FEET; THENCE NORTH 83 DEG 06' 11" WEST 192.54 FEET; THENCE SOUTH 77 DEG 03' 19" WEST 201.76 FEET; THENCE NORTH 86 DEG 40' 41" WEST 149.14 FEET; THENCE NORTH 59 DEG 10' 41" WEST 152.06 FEET; THENCE NORTH 31 DEG 40' 56" WEST 185.86 FEET; THENCE NORTH 64 DEG 38' 16" WEST 87.58 FEET; THENCE NORTH 77 DEG 28' 16" WEST 36.70 FEET; THENCE NORTH 39 DEG 43' 46" WEST 248.80 FEET; THENCE NORTH 20 DEG 27' 31" WEST 109.31 FEET; THENCE NORTH 13 DEG 04' 31" WEST 150.65 FEET; THENCE NORTH 07 DEG 25' 31" WEST 63.00 FEET TO THE MOST NORTHERLY CORNER OF SAID LOT 55; THENCE NORTH 67 DEG 47' 36" WEST 60.00 FEET TO A POINT ON THE WESTERLY BOUNDARY OF PIONEER TRAIL, THE POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF BLACK BART AVENUE WITH THE WESTERLY LINE OF SAID PIONEER TRAIL, FROM WHENCE THE SOUTHWEST CORNER OF SECTION 2 BEARS SOUTH 53 DEG 56' 11" WEST 1224.87 FEET; THENCE ALONG THE WESTERLY BOUNDARY OF SAID PIONEER TRAIL SOUTH 07 DEG 59' 10" EAST 176.46 FEET TO A 3/4 INCH CAPPED IRON PIPE STAMPED "R.E. 7400"; THENCE LEAVING SAID ROAD SOUTH 36 DEG 45' 30" WEST 53.22 FEET TO A SIMILAR PIPE; THENCE NORTH 43 DEG 56' 30" WEST 322.53 FEET TO A SIMILAR PIPE; THENCE NORTH 53 DEG 42' 06" WEST 432.13 FEET; THENCE NORTH 12 DEG 34' 50" WEST 66.57 FEET TO THE MOST SOUTHERLY CORNER OF LOT 31 OF SIERRA MEADOWS SUBDIVISION, AS SAID LOT IS SHOWN ON THE OFFICIAL MAP OF SIERRA MEADOWS SUBDIVISION, FILED IN THE OFFICE OF THE COUNTY RECORDER OF EL DORADO COUNTY, STATE OF CALIFORNIA ON OCTOBER 30, 1951 IN MAP BOOK "B" AT PAGE 3; THENCE ALONG THE BOUNDARY OF SAID SUBDIVISION THE FOLLOWING COURSES AND DISTANCES: NORTH 73 DEG 59' 28" WEST 129.00 FEET, NORTH 78 DEG 42' 06" WEST 220.68 FEET AND NORTH 61 DEG 42' 06" WEST 100.98 FEET TO THE MOST WESTERLY CORNER OF LOT 28, BLOCK A OF SAID SIERRA MEADOWS SUBDIVISION; THENCE LEAVING SAID SUBDIVISION SOUTH 39 DEG 17' 54" WEST 17.00 FEET; THENCE NORTHWESTERLY TO A POINT IN THE SOUTHWESTERLY LINE OF LOT 27, BLOCK A, FROM WHENCE THE MOST WESTERLY CORNER OFF SAID LOT BEARS NORTH 61 DEG 42' 06" WEST 100.98 FEET; THENCE ALONG SAID LOT LINE NORTH 61 DEG 42' 06" WEST 100.98 FEET TO SAID MOST WESTERLY CORNER; THENCE CONTINUING ALONG THE BOUNDARY OF SAID SUBDIVISION THE FOLLOWING COURSES AND DISTANCES: NORTH 61 DEG 42' 06" WEST 100.98 FEET, NORTH 53 DEG 42' 06"

WEST 100.00 FEET, NORTH 23 DEG 42' 06" WEST 115.47 FEET, NORTH 53 DEG 42' 06" WEST 200.00 FEET, SOUTH 81 DEG 17' 54" WEST 141.42 FEET, NORTH 80 DEG 56' 20" WEST 112.44 FEET, NORTH 61 DEG 42' 06" WEST 141.39 FEET, NORTH 68 DEG 42' 06" WEST 103.53 FEET, NORTH 61 DEG 42' 06" WEST 100.98 FEET, NORTH 60 DEG 17' 26" WEST 100.67 FEET, NORTH 61 DEG 42' 06" WEST 100.98 FEET, NORTH 61 DEG 42' 06" WEST 50.49 FEET, NORTH 22 DEG 42' 06" WEST 58.33 FEET, NORTH 22 DEG 12' 06" WEST 117.28 FEET, NORTH 55 DEG 14' 24" WEST 130.97 FEET, NORTH 18 DEG 56' 43" WEST 342.67 FEET, NORTH 07 DEG 51' 29" WEST 100.72 FEET, NORTH 11 DEG 48' 01" WEST 100.13 FEET, NORTH 22 DEG 06 DEG 33' WEST 100.84 FEET, NORTH 14 DEG 42' 06" WEST 100.00 FEET, NORTH 10 DEG 11' 47" WEST 100.30 FEET, NORTH 03 DEG 17' 47" EAST 105.15 FEET, AND NORTH 19 DEG 33' 08" WEST 100.36 FEET TO THE MOST WESTERLY CORNER OF LOT 3, BLOCK A OF SAID SIERRA MEADOWS SUBDIVISION; THENCE LEAVING SAID SUBDIVISION BOUNDARY SOUTH 75 DEG 18' WEST 25.00 FEET; THENCE NORTH 29 DEG 10' EAST 277.42 FEET TO THE NORTHWESTERLY CORNER OF LOT 1, BLOCK A OF SAID SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID LOT 1, BLOCK A, NORTH 75 DEG 17' 54" EAST 104.00 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE NORTH 75 DEG 25' 24" EAST 40.00 FEET TO THE MOST NORTHERLY CORNER OF SAID SIERRA MEADOWS SUBDIVISION, A POINT ON THE EASTERLY BOUNDARY OF BLACK BART AVENUE, ALSO BEING A POINT ON THE WEST LINE OF LOT 5 OF SIERRA MEADOWS, UNIT NO. 3, AS SHOWN ON THE OFFICIAL MAP OF SIERRA MEADOWS UNIT NO. 3, FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, STATE OF CALIFORNIA ON JUNE 3, 1955 IN MAP BOOK "B" AT PAGE 56; THENCE ALONG THE BOUNDARY OF SAID SUBDIVISION AS SHOWN ON SAID MAP THE FOLLOWING COURSES AND DISTANCES: NORTH 05 DEG 49' 40" WEST 108.05 FEET, NORTH 12 DEG 00' EAST 204.46 FEET, NORTH 06 DEG 00' WEST 180.99 FEET, NORTH 04 DEG 00' WEST 200.50 FEET, NORTH 03 DEG 38' 40" EAST 59.03 FEET, NORTH 23 DEG 00' EAST 198.15 FEET, AND NORTH 43 DEG 29' 40" EST 149.84 FEET TO THE MOST NORTHERLY CORNER OF SAID SIERRA MEADOWS UNIT NO. 3, A POINT ON THE WEST BOUNDARY OF MEADOW HEIGHTS SUBDIVISION, AS SHOWN ON THE OFFICIAL MAP OF MEADOW HEIGHTS SUBDIVISION, FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, ON MARCH 16, 1955 IN MAP BOOK "B" AT PAGE 54; THENCE ALONG SAID WEST BOUNDARY NORTH 0 DEG 05' WEST 29.29 FEET, MORE OR LESS TO THE MOST NORTHERLY CORNER OF SAID SUBDIVISION; THENCE ALONG THE NORTH BOUNDARY OF SAID SUBDIVISION SOUTH 74 DEG 35' 30" EAST 40.00 FEET, MORE OR LESS, TO THE INTERSECTION OF SAID LINE AND THE EAST LINE OF THE WEST HALF OF LOT 11 OF SAID SECTION 3; THENCE ALONG SAID EAST LINE IN A NORTHERLY DIRECTION TO A 3/4 INCH CAPPED IRON PIPE SET IN A FENCE LINE, FROM WHICH A 3/4 INCH IRON PIPE STAMPED S.J.C.J. SET AT THE NORTHEAST CORNER OF THE WEST HALF OF LOT 11 BEARS NORTH 00 DEG 30' 00" WEST 514.96 FEET; THENCE LEAVING SAID EAST LINE NORTH 81 DEG 55' 30" WEST 180.04 FEET; THENCE NORTH 54 DEG 30' 00" WEST 272.59 FEET; THENCE NORTH 03 DEG 27' 10" WEST 324.60 FEET TO A 3/4 INCH CAPPED IRON PIPE, FROM WHENCE THE 3/4 INCH CAPPED IRON PIPE SET AT THE NORTHEAST CORNER OF THE WEST HALF OF SAID LOT 11 BEARS, ALONG THE NORTH LINE OF SAID LOT 11, NORTH 88 DEG 59' 09" EAST 415.28 FEET; THENCE ALONG THE NORTH LINE OF SAID WEST HALF OF LOT 11 IN A WESTERLY DIRECTION TO THE POINT OF INTERSECTION OF SAID LINE WITH THE NORTHEAST CORNER OF LOT 38, BLOCK 57 OF TAHOE SIERRA SUBDIVISION NO. 3, AS SAID LOT AND BLOCK ARE SHOWN ON THE OFFICIAL MAP OF TAHOE SIERRA SUBDIVISION NO. 3, FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF EL DORADO, STATE OF CALIFORNIA ON JULY 5, 1946 IN MAP BOOK "A" AT PAGE 46; THENCE ALONG THE BOUNDARY OF SAID SUBDIVISION SOUTH 08 DEG 08' WEST 245.62 FEET AND SOUTH 05 DEG 24' 30" EAST 463.81 FEET TO THE SOUTHEASTERLY CORNER OF LOT 49, BLOCK 57 OF SAID SUBDIVISION; THENCE LEAVING SAID SUBDIVISION NORTH 49 DEG 38' EAST 39.97 FEET TO THE MOST NORTHERLY CORNER OF THAT CERTAIN 1.000 ACRE PARCEL OF LAND CONVEYED TO FRANK GLOBIN BY DEED RECORDED DECEMBER 28, 1964 IN BOOK 723 OFFICIAL RECORDS OF EL DORADO COUNTY, AT PAGE 683; THENCE SOUTH 26 DEG 34' 28" EAST 438.55 FEET; THENCE SOUTH 49 DEG 38' WEST 50.00 FEET TO A POINT IN THE NORTHEASTERLY LINE OF MARTIN AVENUE; THENCE NORTH 40 DEG 22' WEST 425.90 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT 49, BLOCK 57, TAHOE SIERRA UNIT NO. 3; THENCE SOUTH 49 DEG 38' WEST 40.00 FEET TO THE MOST EASTERLY CORNER OF LOT 1, BLOCK 56 OF SAID SUBDIVISION TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING:

ALL THAT PORTION OF THE NORTH HALF OF SECTION 11, TOWNSHIP 12 NORTH, RANGE 18 EAST M.D.B.&M., DESCRIBED AS FOLLOWS:

BEGINNING AT A 2" X 2" SQUARE WHITE PAINTED STAKE ON THE WEST BANK OF THE DITCH RUNNING ALONG THE EASTERLY SIDE OF COLD CREEK, FROM WHENCE THE NORTHWEST CORNER OF SECTION 11, TOWNSHIP 12 NORTH, RANGE 18 EAST, M.D.B.&M., BEARS NORTH 56 DEG 32' WEST 3176.04 FEET; THENCE FROM SAID POINT OF BEGINNING SOUTH 59 DEG 35' 20" EAST 264.89 FEET TO A SIMILAR STAKE; THENCE SOUTH 00 DEG 30' EAST 176.41 FEET; THENCE SOUTH 03 DEG 52' EAST 388.84 FEET TO A SIMILAR STAKE; THENCE CROSSING COLD CREEK SOUTH 51 DEG 14' 50" WEST 202.88 FEET; THENCE NORTH 71 DEG 41' 30" WEST 99.80 FEET; THENCE NORTH 02 DEG 13' WEST 557.37 FEET; THENCE NORTH 33 DEG 56' WEST 166.93 FEET; THENCE NORTH 15 DEG 40' WEST 111.28 FEET; THENCE CROSSING COLD CREEK SOUTH 86 DEG 33' 30" EAST 141.79 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM ALL THAT PORTION THEREOF CONVEYED TO DAVID D. BOHANNON ORGANIZATION, A CALIFORNIA CORPORATION BY DEED FROM ELWOOD JOHNSON ALSO KNOWN AS ELWOOD CHRIS JOHNSON, RECORDED OCTOBER 4, 1967 IN BOOK 848 AT PAGE 633 OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 10, TOWNSHIP 12 NORTH, RANGE 18 EAST, M.D.B.&M., AS SHOWN ON THAT CERTAIN RECORD OF SURVEY ENTITLED "SECTION 10, T. 12 N., R. 18 E., M.D.B.&M.", RECORDED IN THE OFFICE OF THE RECORDER OF EL DORADO COUNTY IN BOOK 2 OF RECORD OF SURVEYS AT PAGE 48, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 10; THENCE FROM SAID POINT OF BEGINNING ALONG THE SOUTH LINE OF THE NORTHEAST ONE-QUARTER NORTHEAST QUARTER OF SAID SECTION 10, SOUTH 88 DEG 45' 50" WEST 369.46 FEET TO A POINT LOCATED ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF PIONEER TRAIL, A PUBLIC ROAD; THENCE ALONG THE SOUTHEASTERLY RIGHT OF WAY LINE OF SAID PIONEER TRAIL THE FOLLOWING TWO (2) COURSES AND DISTANCES: (1) NORTHEASTERLY, CURVING TO THE RIGHT ON AN ARC OF 700.00 FEET RADIUS, SAID ARC BEING SUBTENDED BY A CHORD BEARING NORTH 66 DEG 05' 40" EAST 144.66 FEET AND (2) NORTH 72 DEG 01' 30" EAST 247.53 FEET TO A POINT LOCATED ON THE EAST LINE OF SAID SECTION 10; THENCE ALONG THE EAST LINE OF SAID SECTION 10, SOUTH 00 DEG 45' 15" EAST 127.06 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM ALL THAT PORTION THEREOF CONVEYED BY DAVID D. BOHANNON ORGANIZATION, BY DEED RECODED APRIL 10, 1969 IN BOOK 926 AT PAGE 417 OFFICIAL RECORDS, BEING ALL THAT PORTION LYING WITHIN THE EXTERIOR BOUNDARY LINES OF MEADOW LAKES SUBDIVISION UNIT NO. 1, ACCORDING TO THE OFFICIAL MAP THEREOF FILE JUNE 10, 1969 IN THE OFFICE OF THE COUNTY RECORDER OF EL DORADO COUNTY, CALIFORNIA IN MAP BOOK "E" AT PAGE 31.

ALSO EXCEPTING THEREFROM ALL THAT PORTION THEREOF CONVEYED TO JOSEPH SUTRA ET UX, BY DEED FROM INTER-COUNTY TITLE CO., A CALIFORNIA CORPORATION RECORDED MARCH 16, 1976 IN BOOK 1383 AT PAGE 329 OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

BEING A PORTION OF OLD PIONEER TRAIL, NOW KNOWN AS BLACK BAR COURT NO. 2420 AND BLACK BART AVE, AND ALSO NOW KNOWN AS UN-NAMED ROAD NO. 2421 AS SHOWN ON RIGHT OF WAY MAP DRAWINGS FOR THE PIONEER TRAIL NO. 114, PROJECT SS-10, SHEET 7-A AND 8 OF 10, ON FILE IN THE OFFICE OF THE EL DORADO COUNTY SURVEYOR, AND MORE PARTICULARLY DESCRIED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE PARCEL HEREIN DESCRIBED WHICH IS COMMON TO THE NORTHWESTERLY CORNER OF LOT NO. 55 OF LAKE CHRISTOPHER SUBDIVISION, FOUND IN SUBDIVISION MAP BOOK "B' AT PAGE 94A, FILED IN THE OFFICE OF THE EL DORADO COUNTY RECORDER; THENCE ALONG THE

WESTERLY LINE OF SAID LOT NO. 55 SOUTH 07 DEG 25′ 31″ EAST 63.00 FEET, THENCE SOUTH 13 DEG 04′ 31″ EAST 138.34 FEET TO THE MOST SOUTHERLY CORNER OF SAID LOT NO. 55; THENCE SOUTH 72 DEG 53′ 20″ WEST 25.76 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF BLACK BART COURT, ROAD NO. 2420, THE LINE BEING PERPENDICULAR TO SAID RIGHT OF WAY LINE OF BLACK BART COURT, ROAD NO. 2420 AT THIS POINT; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE OF BLACK BART COURT NORTH 17 DEG 06′ 40″ WEST 45.73 FEET; THENCE NORTH 08 DEG 00′ 00″ WEST 151.21 FEET; THENCE NORTH 60 DEG 00′ 00″ EAST 22.72 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THAT PORTION OF 025-061-26 AND 025-061-27, CONVEYED TO THE STATE OF CALIFORNIA, IN DEED RECORDED OCTOBER 2, 2017, INSTRUMENT NO. 2017-43971, EL DORADO COUNTY RECORDS, DESCRIBED AS FOLLOWS:

Beginning at the most Easterly corner of Lots 36 & 37, Block 57 of Tahoe Sierra Subdivision No. 3, filed for record in Map Book A at Page 45, on July 5, 1946, said corner being marked by a 1" capped iron pipe; thence leaving said Tahoe Sierra Subdivision No. 3 North 89°10′22" East 574.18 feet to a 3/4 inch capped iron pipe, marking the Northwest corner of Parcel 018569-01-01 per that Standard Transfer Agreement, filed for record on December 28, 2000 as Document Number 2000-0066683; thence along said Parcel 018569-01-01 the following three(3) courses:

South 03°05'49" East 324.60 feet (cited South 03°27'10" East 324.60 feet), South 54°15'14" East 273.30 feet (cited South 54°30'00" East 272.59 feet), South 81°33'36" East 179.93 feet (cited South 81°55'30" East 180.04 feet) to a 3/ 4" iron pipe with plug, PLS 4029, marking the most Southerly corner of said Parcel 018569-01-01 and a point on the East line of the West half of Lot 11 of Section 3, Township 12 North, Range 18 East, M.D.M.; thence leaving said Parcel 018569-01-01 and along said East line of the West half of said Section 3 South 00°14'32" East 227.71 feet; thence leaving said East line of the West half of Lot 11 South 43°49'40" West 235.15 feet; thence South 23°20'00" West 222.74 feet; thence South 03°58'40" West 75.82 feet; thence South 03°43'57" East 203.89 feet; thence North 71°42'00" West 326.84 feet; thence North 58° 28'00" West 192.14 feet; thence North 40°22'20" West 108.85 feet to the Southeasterly boundary of that Parcel of land per that Grant Deed filed for record on December 27, 1974 in Book 1302 O.R. at Page 50; thence along said Parcel per Book 1302 O.R. at Page 50 the following three(3) courses: North 49°38'00" East 41.24 feet; North 26°34'28" West 438.55 feet; South 49°38'00 West 39.97 feet to the most Easterly corner of Lot 49, Block 57 per said Tahoe Sierra Subdivision No. 3; thence along said Tahoe Sierra No. 3 the following two(2) courses: North 05°29'56" West 462.63 feet (cited North 05°24'30" West 463.81 feet) to a 1" capped iron pipe, North 08°01' 00" East 245.76 feet (cited North 08°00'00" East 245.62 feet) to the Point of Beginning.

THE ABOVE PARCELS ARE SHOWN ON RECORD OF SURVEY MAP BOOK 39, PAGE 5, FILED FEBRUARY 28, 2024, IN RECORD OF SURVEYS.

APNS: 025-061-037-000, 025-081-013-000, 025-091-012-000, 080-020-008-000 and 080-010-013-000

LAND KNOWN AS "LINK ROAD PROPERTIES" (EL DORADO APNS 031-030-020 and -039)

The land described herein is situated in the State of California, County of El Dorado, unincorporated area, described as follows:

All that portion of the West half of Lot 6, Section 3, Township 12 North, Range 18 East, M.D.B.&M., in the County of El Dorado, as more particularly described as follows:

BEGINNING at a point on the North line of Lot 6, of Section 3, Township 12 North, Range 18 East, M.D.B. &M., from which the Northwest corner of said Lot 6 bears South 89° 49' 30" West, 458.91 feet; thence from the point of beginning North 89° 49' 30" East, 189.20 feet thence South 36° 38 * 45" East, 550.00 feet; thence South 53° 21' 15" West 147.95 feet; thence North 37° 00' 39" West 662.57 feet, to the point of beginning.

EXCEPTING THEREFROM all that portion of the West half of Lot 6, Section 3, Township 12 North, Range 18 East, M.D.B.&M., described as follows:

BEGINNING at the Northwest corner of the parcel herein described, a 3/4 inch capped iron pipe from which the Northwest corner of said Lot 6 bears North 64° 48' West 787.86 feet; thence from point of beginning North 53° 21' 15" East 129.48 feet, a similar pipe; thence continuing North 53° 21' 15" East 20.0 feet; the Northeast corner; thence South 36° 38' 45" East 70.0 feet, the Southeast corner; thence South 53° 21' 15" West 20.0 feet, a 3/4 inch capped iron pipe; thence continuing South 53° 21' 15" West 129.04 feet, a similar pipe, the Southwest corner; thence North 37° 00' 30" West 70.0 feet to the point of beginning.

ALSO EXCEPTING THEREFROM all that portion of the West half of Lot 6, Section 3, Township 12 North, Range 18 East, M.D.B. &M., described as follows:

COMMENCING at the most Easterly corner of that certain parcel of land hereinafter referred to as Parcel "A" recorded in Book 375 of Deeds, at page 132, Official Records of El Dorado County, California; thence from point of commencement along the Northeasterly line of said Parcel "A" North 36° 38' 45" West 70.64 feet the most Northerly corner of said Parcel "A", said point being the point of beginning of this description; thence from said point of beginning and leaving said line along the Northwesterly line of said Parcel "A" South 53° 21' 15" West 147.95 feet to the most Westerly corner of said Parcel "A"; thence from said point leaving said line North 37° 00' 39" Wert. 171.00 feet to the most Southerly corner of that certain parcel of land hereinafter referred to as Parcel "B" recorded in Book 482 of Deeds, at page 534, Official Records of El Dorado County, California; thence from said point along the Southeasterly line of said Parcel "B" North 53° 21' 15" East, 149.04 feet to the most Easterly corner of said Parcel "B"; thence from said point leaving said line South 36° 38' 45" East 171.00 feet to the point of beginning and being situated in the West one-half of Lot 6, Section 3, Township 12 North, Range 18 East, M.D.B.&M.

APN: 031-030-020-000

All that portion of the West half of Lot 6, Section 3, Township 12 North, Range 18 East, M.D.B. & M. more particularly described as follows:

Beginning at a 1" iron pipe which bears North 89° 49' 30" East 628.13 feet from the Northwest corner of said Lot 6; thence North 89° 49' 30" East 339.55 feet; thence South 36 33' 29" East 247.48 feet; thence South 36° 10' 20" West 121.06 feet; thence North 53° 49' 40" West 52.40 feet; thence South 43° 51' 44" West 143.73 feet; thence North 36° 37' 05" West 458.72 feet to the Point of Beginning.

Containing 97,020 square feet.

APN: 031-030-039

EXHIBIT “B”

Reservation of Development Rights, Trout and Cold Creek Property (related to restoration on El Dorado APN 025-081-013)

The City of South Lake Tahoe (“Grantor”) hereby reserves without limitation in its non parcel receiver account all SEZ Restoration Credit and Land Coverage banked related to the Lake Christopher restoration (restoration occurred on El Dorado APN 025-081-013). This reservation does not apply to any other coverage associated with the parcel.
Prior to the recording of the land exchange, the City agrees to establish a non-parcel receiver account with TRPA in which they will bank the retained SEZ Restoration Credit.

EXHIBIT "C"

LINK ROAD PROPERTIES" (EL DORADO APNS 031-030-020 and -039)

The City ("Grantor") and the California Tahoe Conservancy ("Grantee") hereby agree, for valuable consideration, receipt of which is hereby acknowledged, as follows:

The City and the Conservancy are pursuing the Exchange to consolidate property ownership, improve land management efficiencies, and provide public benefits. The Exchange results in the Conservancy acquiring approximately 3.5 acres, consisting of vacant land located adjacent to the Truckee Marsh.

The parties hereby covenant and agree as follows:

1. Use of the Property. Grantee agrees that the property described in Exhibit "A" to this Grant Deed ("the Property") shall be held, used, and conveyed subject to the following restrictions:

    a. Grantee shall endeavor to relocated the bike trail out of the Stream Environment Zone/Flooplain and will coordinate with the City on a potential spur alignment connection to Sussex Avenue.

EXHIBIT "C"

Form of Certificate of Acceptance of Grant Deed

As required by Government Code Section 27281, this is to certify that the interest in real property conveyed by the Grant Deed dated _____, 20__, from the City of South Lake Tahoe, a California municipal corporation, to the California Tahoe Conservancy, a State Agency, is hereby accepted by the undersigned officer on behalf of the California Tahoe Conservancy pursuant to authority conferred by Board Resolution 22-09--03, and the California Tahoe Conservancy consents to the recordation thereof by its duly authorized officer.

Dated: _____, 20__

CALIFORNIA TAHOE CONSERVANCY, a State Agency

By: _____

Name: _____ Title: _____

ary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) SS.
COUNTY OF EL DORADO)

On _____ before me, _____ a Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.
I certify under PENALTY OF PERJURY under the laws of the State of _____ that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____

Name: _____ (Seal)
(typed or printed)

RECORDING REQUESTED BY AND WHEN RECORDED RETURN TO:

STATE OF CALIFORNIA
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150

OFFICIAL STATE BUSINESS – EXEMPT FROM RECORDING FEES
PURSUANT TO GOVERNMENT CODE SECTION 27383 AND DOCUMENTARY
TRANSFER TAX PURSUANT TO REVENUE AND TAXATION CODE SECTION 11922.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Grant Deed

Agency: California Tahoe Conservancy &
City of South Lake Tahoe
Project: CTC, City SLT Exchange
File No.:
ABMS: File:

El Dorado County APNs: 027-010-016 part, 027-010-024 and 029, 027-073-005, 027-074-006, 027-112-013, 14, 15, 16, 17, 24, 027-134-022, 027-053-014, 031-173-002, 4, 026-065-016, 032-090-013 and 023-686-016.

The State of California, California Tahoe Conservancy

hereby GRANTS to the City of South Lake Tahoe the following described real property situated in the State of California, County of El Dorado, described as follows:

See Exhibit "A"
consisting of six (6) pages attached hereto
and by this reference made a part hereof.

SUBJECT TO
the covenants, terms, conditions, reservations and restrictions
contained in Exhibit "B" consisting of two (2) pages
and "Exhibit C" consisting of one (1) page
attached hereto and by this reference made a part hereof.

Dated: _____

By: _____
Jason Vasques, Executive Director

EXHIBIT "A"
LEGAL DESCRIPTION OF "PROPERTY"

LAND KNOWN AS "LAKEFRONT PROPERTIES" (EL DORADO APNS 027-010-016 PART, -024 AND -029)

SEE "EXHIBIT B" FOR USE RESTRICTIONS ON "LAKEFRONT PROPERTIES".

SEE "EXHIBIT C" FOR RESERVATIONS RELATED TO DEVELOPMENT RIGHTS ON "LAKEFRONT PROPERTIES"

The land described herein is situated in the State of California, County of El Dorado, City of South Lake Tahoe, described as follows:

A PORTION OF LOT 4, SECTION 33, TOWNSHIP 13 NORTH, RANGE 18 EAST, M.D.M DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE PARCEL HEREIN DESCRIBED, A POINT ON THE NORTHERLY BOUNDARY OF U.S. HIGHWAY NO. 50, FROM WHICH POINT THE SOUTHWEST CORNER OF SAID SECTION 33 BEARS SOUTH 15° 14' 20" WEST 2415.17 FEET; THENCE NORTH 0° 44' EAST 108.75 FEET, A POINT IN THE APPROXIMATE SHORE LINE OF LAKE TAHOE; THENCE ALONG SAID LINE NORTH 69° 25' 30" EAST 190.75 FEET; THENCE LEAVING SAID LINE SOUTH 7° 16' 30" EAST, 79.07 FEET, A POINT ON THE NORTHERLY BOUNDARY LINE OF A COUNTY ROAD; THENCE ALONG SAID BOUNDARY SOUTH 74° 43' 30" WEST 40.39 FEET, A 3/4 INCH CAPPED IRON PIPE; THENCE ALONG THE WESTERLY BOUNDARY LINE OF SAID ROAD SOUTH 7° 16' 30" EAST 68.26 FEET, A SIMILAR PIPE; THENCE ALONG A CURVE TO THE RIGHT WITH A RADIUS OF 20.0 FEET, A CHORD DISTANCE OF 31.00 FEET WHICH BEARS SOUTH 43° 31' 30" WEST, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF U.S. HIGHWAY NO. 50; THENCE ALONG SAID LINE ALONG A CURVE TO THE LEFT WITH A RADIUS OF 1540 FEET, A CHORD DISTANCE OF 138.35 FEET WHICH BEARS NORTH 88° 33' WEST TO THE POINT OF BEGINNING.

EXCEPTING ANY AND ALL RIGHT TITLE, AND INTEREST OF THE STATE OF CALIFORNIA IN THE LAKE BED AND SHORE BELOW THE LINE OF ORDINARY HIGH WATER AS THE LOCATION OF SAID LINE OF HIGH WATER MAY BE ESTABLISHED BY BOUNDARY LINE AGREEMENT OR BY QUIET TITLE ACTION IN WHICH THE STATE IS A PARTY.

TOGETHER WITH ALL LANDS LYING NORTHERLY OF THE TRACT OF LAND HEREIN DESCRIBED AND THE ORDINARY LOW WATER LINE OF LAKE, BOUNDED ON THE EAST BY THE DIRECT EXTENSION NORTHERLY OF THE EASTERLY BOUNDARY OF SAID TRACT AND ON THE WEST BY THE DIRECT EXTENSION NORTHERLY OF THE WESTERLY BOUNDARY OF SAID TRACT.

SAID PROPERTY IS ALSO SHOWN ON RECORD OF SURVEY MAP BOOK 34, PAGE 105, RECORD OF SURVEYS.

APN: 027-010-016-000

EXCEPTING THEREFROM:

LAND DESCRIPTION
RESULTANT STATE PARCEL

A portion of that certain parcel of land as described in that certain Grant Deed recorded October 12, 1979 in Book 1811 at Page 393, Official Records of El Dorado County, being a portion of Lot 4, Section 33, Township 13 North, Range 18 East, M.D.M., and being more particularly described as follows:

COMMENCING at the southwest corner of said parcel; thence from said point of commencement, along the westerly line of said parcel, North 00°46'27" East 95.23 feet to a point on the high watermark of Lake Tahoe, said point being the POINT OF BEGINNING; thence from said point of beginning along the westerly line of said parcel, North 00°46'27" East 118.57 feet to the low watermark of Lake Tahoe; thence leaving said easterly line and along said low watermark the following four (4) courses:

1) North 82°06'19" East 48.35 feet,
2) South 86°31'16" East 64.76 feet,
3) North 68°35'19" East 56.65 feet, and
4) North 71°11'55" East 2.98 feet to a point on the easterly line of said parcel;

thence leaving said low watermark and along the easterly and southeasterly lines of said parcel the following four (4) courses:

1) South 07°25'48" East 142.00 feet,
2) South 74°34'12" West 39.58 feet,
3) South 07°13'43" East 68.28 feet, and
4) To the right along the arc of a non-tangent 20.00 foot radius curve, having a radial bearing of North 81°24'14" East, a central angle of 104°16'26", and an arc length of 36.40 feet to a point on the northerly Right of Way line of State Highway No. 50;

thence along said Right of Way and southerly line of said parcel to the left along the arc of a non-tangent 1540.00 foot radius curve, having a radial bearing of North 04°09'45" East, a central angle of 00°08'29", and an arc length of 3.80 feet; thence leaving said Right of Way and southerly line, North 32°52'00" East 25.13 feet to a point on a line that is parallel with the easterly and southeasterly lines of said parcel, and lying 12.00 feet westerly and northwesterly at right angles therefrom; thence along said parallel line the following three (3) courses:

1) North 07°13'43" West 78.68 feet,
2) North 74°34'12" East 39.54 feet, and
3) North 07°25'48" West 48.33 feet to a point on said high watermark;

thence leaving said parallel line and along said high watermark the following four (4) courses:

1) South 71°36'27" West 44.10 feet,
2) South 71°23'11" West 49.25 feet,
3) South 71°03'25" West 51.76 feet, and
4) South 68°16'54" West 33.46 feet to the point of beginning.

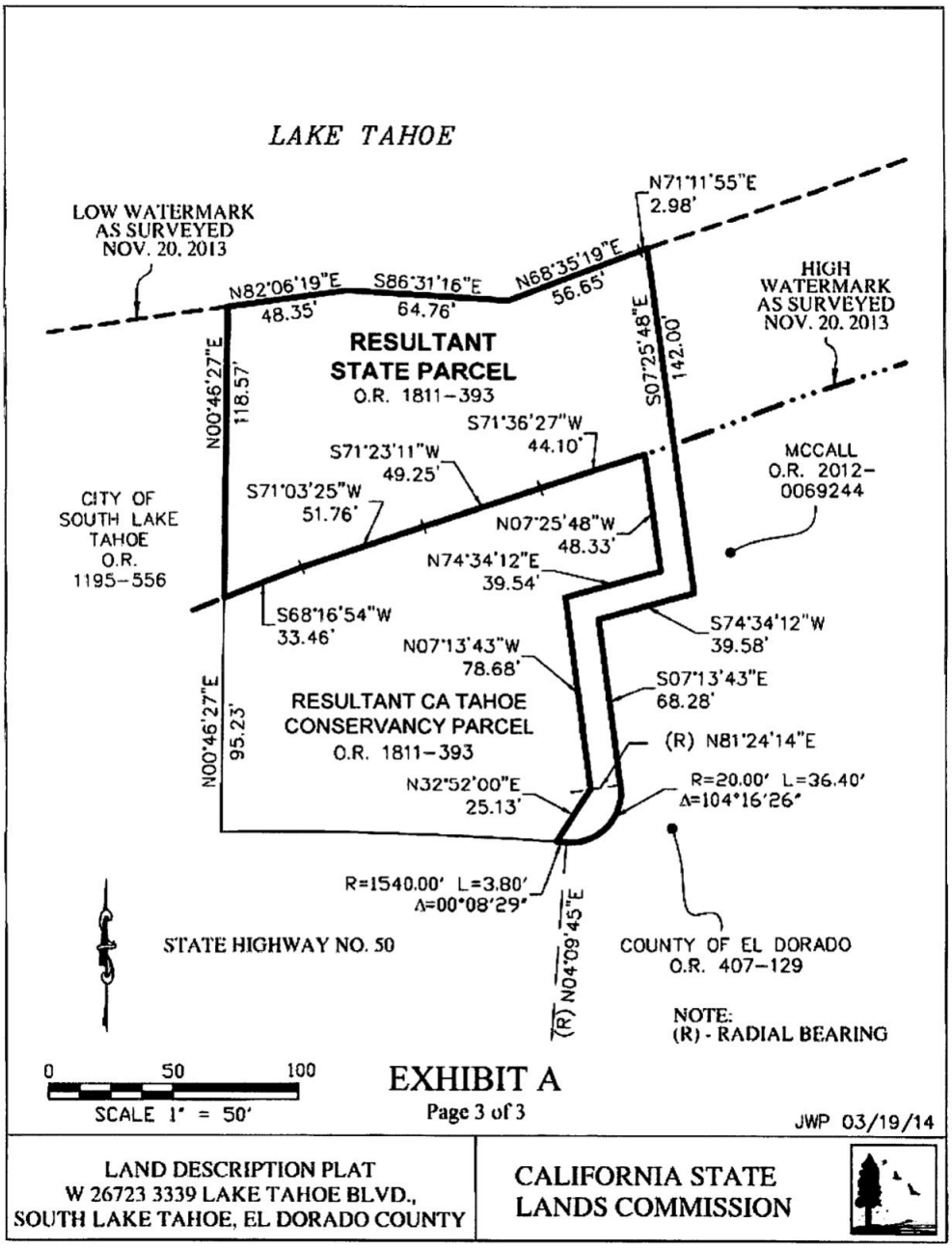
The BASIS OF BEARINGS of this description is a tie line between found monuments at the southwest corner of said parcel and the northwest corner of that parcel as described in that certain Quitclaim Deed recorded in Volume 407 at Page 129, Official Records of said county, and shown on an unrecorded survey prepared by LS 2725 and dated May 1959, the bearing of which is calculated to be North 60°08'32" East.

Accompanying plat is hereby made part of this description.

END OF DESCRIPTION

Prepared 03/19/2014 by the California State Lands Commission Boundary Unit.




LAKE TAHOE
LOW WATERMARK AS SURVEYED NOV. 20, 2013
HIGH WATERMARK AS SURVEYED NOV. 20, 2013
N71°11'55"E 2.98'
N82°06'19"E 48.35'
S86°31'16"E 64.76'
N68°35'19"E 56.65'
S07°25'48"E 142.00'
N00°46'27"E 118.57'
RESULTANT STATE PARCEL O.R. 1811-393
S71°36'27"W 44.10'
S71°23'11"W 49.25'
S71°03'25"W 51.76'
N07°25'48"W 48.33'
N74°34'12"E 39.54'
S68°16'54"W 33.46'
S74°34'12"W 39.58'
N07°13'43"W 78.68'
S07°13'43"E 68.28'
N00°46'27"E 95.23'
RESULTANT CA TAHOE CONSERVANCY PARCEL O.R. 1811-393
(R) N81°24'14"E
N32°52'00"E 25.13'
R=20.00' L=36.40' Δ=104°16'26"
R=1540.00' L=3.80' Δ=00°08'29"
(R) N04°09'45"E
CITY OF SOUTH LAKE TAHOE O.R. 1195-556
MCCALL O.R. 2012-0069244
STATE HIGHWAY NO. 50
COUNTY OF EL DORADO O.R. 407-129
NOTE: (R) - RADIAL BEARING
0 50 100
SCALE 1" = 50'
EXHIBIT A
Page 3 of 3
JWP 03/19/14
LAND DESCRIPTION PLAT
W 26723 3339 LAKE TAHOE BLVD.,
SOUTH LAKE TAHOE, EL DORADO COUNTY
CALIFORNIA STATE LANDS COMMISSION

All that portion of Lot 4 in Section 33, Township 13 North, Range 18 East, M.D.B.&M., more particularly described as follows:

Beginning at the Southwest corner of the land hereby described, also being the Southeast corner of the land described in the deed to John Meyn, etux, recorded August 13, 1928 in Book 109 of Deeds, Page 409, records of El Dorado County, a pipe 1 inch in diameter, 4 feet long, stamped on cap "JM2" and set 3 3/4 feet deep in the ground, from which the Southwest corner of said Section 33 bears South 24° 00' 30" West 2414.7 feet; thence East 75.93 feet to the Southeast corner being the Southwest corner of the East half of the residual tract described in the deed to Fannie M. Barton, etal, recorded February 5, 1931 in Book 120, Page 390 Official Records, a point in the State Highway; thence North 3° 10' West 359.7 feet to the Northeast corner being the Northwest corner of said East half of said residual tract, a point on the approximate high water line of Lake Tahoe, from which an iron pipe 3/4 inches in diameter, 3 inches above the ground, the Northeast corner of said East half of said residual tract, bears North 63° 46' East 106.93 feet; thence South 63° 46' West 106.96 feet to the Northwest corner, a galvanized pipe 1 1/4 inches in diameter, 3 feet long, stamped "JM3" and set 2 1/2 feet deep in the ground, on the approximate high water line of said Lake Tahoe; said point being the Northeast corner of said Meyn land; thence along Meyn East line, South 7° 16' 30" East (record: South 8° 0' East) 314.4 feet to the Southwest corner, the point of beginning.

Excepting therefrom that portion thereof lying Southerly of the Northerly line of U.S. Highway No. 50.

Also excepting therefrom all that portion of Lot 4, Section 33, Township 13 North, Range 18 East, Mount Diablo Meridian, being more particularly described as follows:

Beginning at a point which bears North 3° 10' 00" West 133.94 feet from a point on the Northerly right of way of U.S. Highway 50, being the Southeast corner of that property described in Book 3922 at Page 395, El Dorado County records; thence South 69° 19' 03" West 27.28 feet; thence North 74° 56' 05" West 32.75 feet; thence North 29° 55' 31" West 9.31 feet; thence North 15° 03' 55" East 83.08 feet; thence North 65° 12' 24" East 7.70 feet; thence South 74° 39' 18" East 29.70 feet; thence South 3° 10' 00" East 82.66 feet to the point of beginning.

APN: 027-010-024-000

Parcel One:

The East one-half (1/2) of that certain piece of parcel of real property situated in the County of El Dorado, State of California, particularly described as follows:

Commencing at the Southeast corner, a point on the East boundary of Lot 4, Section 33, Township 13 North, Range 18 East, from which the Southeast corner of said Lot 4 bears South 891.34 feet; then North 255.56 feet to the Northeast corner, a buried cobblestone, identical with the Southeast corner of the tract deeded by W.D. Rantz to J.E. Jewell, May 19, 1925, as of record in Book 102, El Dorado County Records, at Page 246 of Deeds, thence along the Southerly boundary of Jewell land, South 66° 59' West 201.39 feet to the Northwest corner, identical with the Southwest corner of said Jewell land, an iron pipe, 3/4 inch in diameter; thene South 176.82 feet to the Southwest corner, located on the North boundary of the tract of land heretofore deeded by Fannie M. Barton, et al., to Wilton R. Young, etal, November 8, 1928, as of record in Book 110 of El Dorado County Records, at Page 31 of Deeds, from which the Southeast corner of the land heretofore deeded by Flora T. Dickey, etal., to John Meyn, etux., August 13, 1928, as of record in Book 109 of El Dorado County Records, at Page 409 of Deeds; bears West, 145.52 feet; thence East 185.36 feet to the Southeast corner, the point of beginning.

Excepting therefrom all that certain real property as described and contained in the deed from Charles R. Young, etal., to the State of California, dated June 30, 1929 and recorded November 19, 1929, in Book 117, Page 117 , Official Records of El Dorado County.

Also excepting therefrom the following described property:

All that portion of Lot 4, Section 33, Township 13 North, Range 18 East, Mount Diablo Meridian, being more particularly described as follows:

Commencing at a point which bears North 223.91 feet from a point on the Northerly right of way of U.S. Highway 50, being the Southeast corner of that property described in Book 3699 at Page 682, El Dorado County Records; thence South 66° 59' 00" West 27.41 feet to the true point of beginning; thence South 31° 08' 20" West 39.77 feet; thence South 51° 52' 46" West 60.02 feet; thence North 42.29 feet; thence North 66° 59' 00" East 73.65 feet to the true point of beginning.

Parcel Two:

All that portion of Lot 4, Section 33, Township 13 North, Range 18 East, Mount Diablo Meridian, being more particularly described as follows:

Beginning at a point which bears North 223.92 feet from a point on the Northerly right of way of U.S. Highway 50, being the Southeast corner of that property described in Book 3699 at Page 682, El Dorado County Records; thence South 66° 59' 00" West 27.41 feet; thence North 31° 08' 20" East 19.19 feet; thence along a non-tangent curve concave to the West, with a radius of 85.66 feet, a delta of 20° 18' 44", a curve length of 30.37 feet, the chord of said curve bears North 30.21 feet; thence North 29° 01' 08" West 21.48 feet; thence North 16° 39' 35" East 24.06 feet; thence North 06° 03' 06" West 35.95 feet; thence North 63.71 feet; thence North 30° 22' 17" East 40.01 feet; thence North 69° 05' 34" East 2.55 feet; thence South 212.64 feet to the point of beginning.

APN: 027-010-029-000

LAND KNOWN AS "WATER QUALITY PROPERTIES" (EL DORADO APNS 027-073-005, 027-074-006, 027-112-013, -014, -015, -016, -017, -024, 027-134-022, 027-053-014, and 031-173-002 and -004)

The land described herein is situated in the State of California, County of El Dorado, City of South Lake Tahoe, described as follows:

Lot 194, as shown on that ceertain map entitled "Bijou Park Subdivision", filed in the office of the County Recorder of El Dorado County, State of California, on September 2, 1927, in Map Book A, at page 10.

APN: 027-073-005-000

Lot 157 as shown on that certain map entitled "Bijou Park Subdivision", filed in the office of the County Recorder of El Dorado County, State of California, on September 12, 1927, in Map Book "A", at page 10.

APN: 027-074-006-000

LOT 13, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-013-000

LOT 14, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-014-000

LOT 15, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-015-000

LOT 16, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-016-000

LOT 17, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-017-000

LOT 22, AS SHOWN ON THAT CERTAIN MAP OF HARLOW ACRES, FILED IN THE OFFICE OF THE COUNTY RECORDER, COUNTY OF EL DORADO, STATE OF CALIFORNIA ON SEPTEMBER 23, 1943 IN MAP BOOK "A" AT PAGE 29.

APN: 027-112-024-000

Lot 8, Block 10, as shown on that certain map entitled "Bijou Park Addition", filed in the office of the County Recorder of said County on December 31, 1932, in Map Book "A" at Page 18.

Assessors Parcel No.: 27-134-22

Lot 102, of Bijou Park Subdivision, filed September 24, 1927 in Book A of Maps, at page 10, El Dorado County Records.

APN: 027-053-014-000

Lot Numbered 4, in Block Numbered 21, as said Lot and Block are shown upon that certain Map entitled "Tahoe Sierra Subdivision No. 3", filed in the office of the County Recorder of El Dorado County, State of California, on July 5, 1946, in Book "A" of Maps, Map No. 45.

Assessors Parcel No.: 31-173-04

Lot 2, Block 21, as said lot and block are shown upon that certain Map entitled "Tahoe Sierra Subdivision No. 3", filed in the office of the County Recorder of El Dorado County, State of California, on July 5, 1946, in Book "A" of Maps, at page 45.

APN: 031-173-002-000

LAND KNOWN AS "MANAGEMENT EFFICIENCY PROPERTIES" (EL DORADO APNS 026-065-016, 032-090-013, and 023-686-016)

The land described herein is situated in the State of California, County of El Dorado, unincorporated area, described as follows:

Lot 14, Block 34, as shown upon that certain Map entitled "Tahoe Cedars Addition", filed in the office of the Recorder of the County of El Dorado, State of California, on March 25, 1925, in Map Book A, at Map No. 7.

APN: 026-065-016-000

All that portion of the north half of Section 9, Township 12 North, Range 18 East, MDB&M, more particularly described as follows:

BEGINNING at a point from which the north quarter corner of said Section 9 bears the following four courses and distances: South 8 deg, 47' 42" East 349,07 feet; South 14 deg. 57'' 30" East 185.80 feet, South 12 deg. 56' 06" West 471.16 feet and North 4 deg. 31' West 2,348.05 feet said point also being the most northerly point of land described in deed to County of El Dorado, recorded May 11, 1962, in Book 591 of Official Records, at page 92; thence along the westerly line of land described in the deed to County of El Dorado, recorded August 20, 1962, in Book: 603 of Official Records, at page 675, North 18 deg. 12' East 466 feet to the northwest corner of said County land; thence North 77 deg. 04' 15" West 246.86 feet; thence South 12 deg. 55' 45" West 838.30 feet to the northerly line of Barton Drive, as said Drive is shown on the plat of W. D. Barton Tract on file in Map Book "A", Nos. 48 and 49, El Dorado County Records; thence along the northerly line of Barton Drive South 66 deg. 27' East (cite South 66 deg. 30' 30" East) 119.71 feet to the southwesterly line of land described in deed to Charles A. Patchen, et ux, recorded July 13, 1944, in Book 208 of Official Records, at page 398; thence along Patchen line North 14 deg. 28' 30" West (cite North deg. 13' West) 63.78 feet to the most westerly line North 75 deg. 31' 30" East (cite 75 deg, 47' East) 99.68 feet; thence leaving Patchen line and along the westerly line of said County land, North 18 deg. 12' East 294.89 feet to the point of beginning.

APN: 032-090-013-000

Lot 78, as shown upon that certain map entitled "Tahoe Island Park Addition No. 3", filed in the office of the County Recorder of El Dorado County, State of California, on January 20, 1956, in Map Book B, at page 61.

APN: 023-686-016

EXHIBIT "B"
Use Restrictions on All Lakefront Properties in Exhibit A above
(EL DORADO APNS 027-010-016 PART, 024 AND 029)
.

The California Tahoe Conservancy ("Grantor") and the City of South Lake Tahoe ("Grantee") hereby agree, for valuable consideration, receipt of which is hereby acknowledged, as follows:

Recitals

The Conservancy and the City are pursuing the Exchange to consolidate property ownership, improve land management efficiencies, and provide public benefits. The Exchange results in the City acquiring approximately 7.3 acres, consisting of public lakefront recreation land next to the City's El Dorado Beach, various parcels with existing City stormwater facilities, and parcels next to City lands. The Exchange also results in the Conservancy acquiring approximately 180 acres of environmentally sensitive land along Trout and Cold Creeks and next to other Conservancy lands. The Exchange aligns with Conservancy land management purposes that prioritize resource protection and recreation use, provides future planning opportunities for watershed restoration complementing the Upper Truckee River Marsh project, and is consistent with the Conservancy's Land Transfer Guidelines. The Exchange supports Goals 1 and 3 of the Conservancy's Strategic Plan. Goal 1 tasks the Conservancy with implementing and developing innovative interagency agreements that increase the Conservancy's and partners' ability and capacity to manage lands and maintain recreational facilities. Goal 3 tasks the Conservancy to provide opportunities for all people to experience and enjoy Lake Tahoe's rivers, wildlife, and mountains. Finally, the Exchange results in a net increase of state-owned land and supports California's Pathways to 30x30 and the Natural and Working Lands Climate Smart Strategy, which seek to maximize carbon sequestration, provide public access, and enhance biodiversity.

The parties hereby covenant and agree as follows:

1. Restrictions on Use of the Property. Grantee agrees that the property described in Exhibit "A" to this Grant Deed ("the Property") shall be held, used, and conveyed subject to the following restrictions:

    a. Grantee shall use, manage, operate, and maintain the primary use of the Property in a manner consistent with providing and preserving public lakefront access, including public recreation, open space, scenic vistas, public park purposes, water quality and natural resource enhancement, and climate adaptation. No use or development of the Property inconsistent with these purposes, including residential, tourist accommodation, or commercial uses, shall be permitted. This restriction is not intended to prohibit outdoor recreation concessions consistent with the primary use of the Property.

    b. Grantee shall ensure that any agreement to transfer the Property requires the transferee to adhere to the restrictions on use contained herein.

2. Monitoring. On reasonable prior written notice from Grantor, Grantee shall allow Grantor to inspect the Property to ascertain compliance with the restrictions contained herein.

3. Remedies. The Grantor may use any remedy available in law or equity to enforce the covenants and restrictions contained here. Grantor and Grantee expressly agree that the Property is unique and a violation of this agreement, and the ensuing harm to the Property, may result in damages that are irremediable and not subject to quantification. Accordingly, Grantee agrees that Grantor's

remedies at law for a violation may be inadequate and that Grantor is entitled to the remedies of injunction, specific performance, or other equitable relief for any actual or threatened violation.

4. Runs with the Land. The covenants, terms, conditions, and restrictions contained herein shall run with the Property in perpetuity, shall be effective limitations on the use of the Property from the date of recordation of this document, and shall bind Grantee and its successors and assigns. The parties agree that these covenants, terms, conditions, and restrictions are made for the direct benefit of the Property and the people of California.

5. Construction and Validity. If a court in a final determination holds any provision herein invalid, or if, for any other reason any provision becomes unenforceable, no other provision shall be affected.

6. Amendment. No modification to this Grant Deed shall be valid unless made in writing, signed by Grantor and Grantee, and recorded in the official records of the County of El Dorado, California.

IN WITNESS WHEREOF, the Grantor and the Grantee have caused this instrument to be executed on their behalf by their respective and duly authorized officers, on the following dates, effective as of _____, 20__.

_____ _____
California Tahoe Conservancy Date

Grantee herby accepts, concurs in, and agrees to all the covenants, conditions, and restrictions set forth in this Grant Deed.

_____ _____
City of South Lake Tahoe Date

EXHIBIT "C"

Reservation of Development Rights, El Dorado APN 027-010-016 part

The California Tahoe Conservancy ("Grantor") hereby reserves without limitation in its land bank all development rights except for those banked related to El Dorado APN 027-010-016, consisting of Commercial Floor Area and Residential Floor Area which shall transfer to the City with that parcel.

EXHIBIT "D"

Form of Certificate of Acceptance of Grant Deed

As required by Government Code Section 27281, this is to certify that the interest in real property conveyed by the Grant Deed dated _____, 20__, from the California Tahoe Conservancy, a State Agency, to the City of South Lake Tahoe, is hereby accepted by the undersigned officer on behalf of the City of South Lake Tahoe pursuant to authority conferred by the resolution of the City of South Lake Tahoe adopted on _____, 20__, and the City of South Lake Tahoe consents to the recordation thereof by its duly authorized officer.

Dated: _____, 20__

CITY OF SOUTH LAKE TAHOE, a California municipal corporation

By: _____

Name: _____ Title: _____

ary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
) SS.
COUNTY OF EL DORADO)

On _____ before me, _____ a Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.
I certify under PENALTY OF PERJURY under the laws of the State of _____ that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

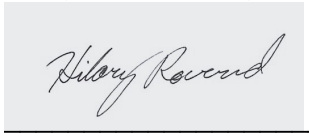
Signature: _____

Name: _____ (Seal)
(typed or printed)

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 17

Agenda Item: Request for Interest - Re-Use of Former Recreation and Swim Complex

Executive Summary: At the March 24, 2026 City Council meeting, Council directed staff to issue a Request for Interest to determine whether community groups, nonprofit organizations, or other public-serving entities were interested in reusing the former Recreation and Swim Complex for recreation-related activities. Staff conducted broad outreach to more than 20 organizations, and after a 35-day response period, the City received two responses, with only one deemed complete. The accepted response did not propose reuse of the existing facility. Instead, the organization expressed interest in demolition of the current building and future discussions regarding construction of a new indoor recreation facility. The existing facility presents significant financial, operational, and structural challenges. Annual operating costs are estimated at $606,900, while major repairs and upgrades necessary for longer-term use are estimated at $15.8 million. While vacant, the building continues to cost the City approximately $20,000 per month in maintenance costs. Since closure, the site has also experienced break-ins, homelessness-related impacts, and general blight. Given the lack of viable community interest in reuse of the existing structure, the substantial cost of continued operation or rehabilitation, and the ongoing maintenance and nuisance issues associated with vacancy, demolition is recommended as the most fiscally responsible next step.

Requested Action / Suggested Motions: Staff recommend the City Council pass a Motion directing staff to 1. Add the demolition of the former Recreation and Swim Complex to the Capital Improvement Program project list for FY2026-27 at an estimated cost of $2.1 million; and 2. Enter into discussions with El Dorado County, TRPA and the South Lake Tahoe Boys and Girls Club about possible new construction of an indoor athletic complex on the 56-acre parcel site.

Responsible Staff Member: Brian Dossey, Retired Annuitant - Extra Help

Reviewed and Approved By: Hilary Roverud, City Manager

Attachments:

- 01 - Staff Report.docx
- 02 - March 24, 2026 Staff Report
- 03 - RFI - Former Recreation Center Use.pdf
- 04 - Statement of Interest - SLT Boys and Girls Club.pdf
- 05 - Sagan Design Group - Engineers Letter.pdf

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

Meeting Date: September 8, 2026

Title: Request for Interest – Re-Use of Former Recreation and Swim Complex

Location: 1180 Rufas Allen Blvd.

Responsible Staff Member: Brian Dossey, Retired Annuitant-Extra Help (530) 542-6000
Hilary Roverud, City Manager (530) 542-6000

Background: At the March 24, 2026 City Council meeting, Council received a report discussing the possible re-use of the former Recreation and Swim Complex (attached document #02 – March 24, 2026 staff report). During the discussion, City Council directed staff to advertise a "Request for Interest", to community groups, non-profits organizations, and public that would like to use the former recreation center for recreation related activities for the community.

Issue and Discussion:

Request for Interest

Staff prepared and advertised a Request for Interest (RFI) for use of the former Recreation and Swim Complex (attached document #03 – Request for Interest). Staff reached out to over 20 non-profit groups, organizations, school districts, etc., as well as advertised the RFI on City social media channels, PlanetBids, and newspaper articles in South Tahoe Now and the Tahoe Daily Tribune. Staff also conducted a pre RFI walkthrough of the former Recreation and Swim Complex where three (3) community groups attended. Upon completion of advertising the RFI for thirty-five (35) days, the City received two responses; however, only one response was accepted as complete.

The accepted response from the South Lake Tahoe Boys and Girls Club, stated that they did not wish to use the former Recreation and Swim Complex, but to have the building demolished and discuss possibilities with the City, about having the South Lake Tahoe Boys and Girls Club construct a new indoor recreation facility. The South Lake Tahoe Boys and Girls Club proposal details a youth indoor training complex with an indoor turf field (i.e. soccer and baseball) and multi-purpose room for club activities (attached document #04 – Statement of Interest from the South Lake Tahoe Boys & Girls Club). The proposal also includes partnerships with other non-profit sports groups.

Former Recreation and Swim Complex

Continuing to operate the former Recreation and Swim Center would pose challenges for not only the City, but for any non-profit group, community group and/or organization. Significant funds and investment are needed to keep the facility operational for continued use. Furthermore, additional capital will be necessary to meet ADA requirements, abate hazardous materials, update plumbing, heating and mechanical systems, and for tenant improvements (see Financial Implications below and attached documents 2 & 3 for associated costs to

maintain and upgrade the Former Recreation and Swim Complex). Also, in 2023, an engineer's report stated that one of the glulam beams above the gymnasium was structurally compromised and could pose occupancy issues if snow loads are not managed during heavy snow seasons (attached document #05 – Sagan Design Group, Engineer's report).

Upon conclusion of the RFI walkthrough of the former Recreation and Swim Complex, potential user groups concluded that the existing facility would not fit their organization's needs and was in all likelihood too costly to maintain and/or make upgrades.

Additionally, the City incurs monthly maintenance costs while the former Recreation and Swim Complex remains empty and unused. Also, since the closure of the former Recreation and Swim Complex the facility has become a nuisance with break ins, homelessness and general blight. Therefore, due to the annual maintenance costs and funds required to make capital improvements, and that there was no interest from the community in re-using the former Recreation and Swin Complex, staff recommends adding the former Recreation and Swim Complex for demolition to the FY2026-26 Capital Improvement Program project list.

Request Discussion with El Dorado County and TRPA

Under the current 56-Acre Property agreement with the El Dorado County, provision 2b states that the City shall demolish the former Recreation and Swim Complex within 15 years of the effective date (2022) of the agreement. However, section 5.4, states that upon demolition of the former Recreation and Swim Complex, each party may enter into good faith negotiations to address re-use of the site (attached document #02 - March 24, 2026 Staff Report – 56 Acre Parcel Agreement).

Under the permit with the TRPA, section 8 states that any proposed future use of the former Recreation and Swim Complex center building is contingent upon review and approval of the TRPA Change in Operation application (attached document #02 - March 24, 2026 Staff Report – TRPA Permit). Also, the City received confirmation from the TRPA that there is sufficient banked coverage that may support a new recreation/sports facility.

The above agreement and permit language allows for conversations and discussions to take place over the re-use of the former Recreation and Swim Complex site. Staff is seeking City Council direction to enter into conversations with El Dorado County and TRPA over re-use for the former Recreation and Swim Complex site.

Financial Implications: Keeping the existing Recreation and Swim Complex open and operational on an annual basis is estimated to cost $606,900 (attached document #03 – Request for Interest – Exhibit A). This cost has been slightly revised from the March 24, 2026, Staff Report due to additional research and findings. If the facility were to be kept open for more than a few years, major repairs would be needed to the roof, mechanical systems, upgrades to interior/exterior finishes, ADA upgrades and hazard remediation estimated at $15.8 million (attached document #03 – Request for Interest – Exhibit B). This cost has been revised from the March 24, 2026, Staff Report due to additional research and findings.

The estimated demolition costs for the former Recreation and Swim complex is $2.1 million.

The ongoing maintenance costs for having the building remain unoccupied are approximately $20,000 per month. It is anticipated that these costs will increase during the winter months for snow removal and utility usage. Costs include staff time, supplies and services (i.e. system inspections and facility/parking lot walkthroughs, landscape clean up, utilities, pool chemicals, snow removal (winter), pest control, etc.).

Environmental Considerations: Maintaining the former Recreation and Swim Complex in operation in the short term is categorically exempt from the California Environmental Quality Act ("CEQA") under CEQA Guidelines 15301 (Existing Facilities). However, keeping it in operation indefinitely likely would require an update to the Mitigated Negative Declaration for the 56 Acres Master Plan, adopted by City Council on January 18, 2022.

Demolition of the former Recreation and Swim Complex is exempt from the California Environmental Quality Act ("CEQA") because it is considered a ministerial act requiring a City issued permit.

If a new recreational facility were to be constructed at the former site of the Former Recreation and Swim Complex, it would be subject to an environmental review under the California Environmental Quality Act ("CEQA").

Policy Implications: Consideration of a new recreation facility on the former Recreation and Swim Complex site is in alignment with Strategic Priority 2 – Recreation and Equitable Access. A new indoor sports/athletic complex would be an asset to the community by providing a space for youth and athletic groups to train and compete. This use could also have a positive impact on Strategic Priority 4 – Economic Development - through visitors traveling to South Lake Tahoe for league and tournament play.

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

Meeting Date: March 24, 2026

Title: Possible Re-Use of Recreation and Swim Complex

Location: 1180 Rufus Allen Blvd.

Responsible Staff Members: Hilary Roverud, Interim City Manager (530) 542-6000
Heather Stroud, City Attorney (530) 542-6046

Background: At the City Council meeting on January 27, 2026, Councilmember Jinkens (seconded by Councilmember Roberts) requested that an item be brought back at a future meeting to discuss potential re-use of the Recreation and Swim Complex and creation of an ad-hoc subcommittee to discuss this possibility with El Dorado County.

On August 20, 2019, City Council received a report regarding the history of decisions regarding the new recreation center project including previous analysis regarding renovation and expansion of the existing facility, originally built in 1975, versus building a new facility. City Council considered a draft Existing Conditions Assessment prepared by architect Williams + Paddon in 2016. At that meeting, City Council directed staff to order a more detailed conditions assessment report, which was prepared by Perkins & Will and presented to City Council on February 11, 2020. This condition assessment is included in the agenda packet. It found that the building is structurally sound but that mechanical, electrical, and plumbing systems had exceeded their life span and were in need of replacement. The condition assessment also identified areas of noncompliance with ADA accessibility codes, which would be required to be brought into compliance with the needed renovations. Additionally, the condition assessment included a hazardous materials assessment which identified the existence of asbestos and lead that would need to be remediated if renovations are made. Based on the assessment, which estimated that renovation of the existing facility would be nearly equivalent to the cost to build a new facility, City Council directed staff to continue with planning and design of the new recreation center on the location where it has been constructed.

During this time, staff was also negotiating the 56 Acres Agreement with El Dorado County, which City Council and the County Board of Supervisors both approved on January 18, 2022. This agreement included a property swap resulting in City ownership of the location where the new Multigenerational Recreation and Aquatics Center is located and County ownership of the property where the existing Recreation and Swim Complex is located. The property swap was completed in July 2022 so that construction on the new facility could begin. At that time, in implementation of the 56 Acres Agreement, the City and County entered into a 50-year Ground Lease for the City to lease from the County certain County-owned property on the 56 Acres including the existing Recreation and Swim Complex site. Section 2.1 of the Ground Lease gives the City the “sole authority over the development, operation and use of the Leased Property” and

"the sole responsibility for the development, construction, operation and maintenance of all existing and new improvements on the Leased Property." Section 1.2 of the Ground Lease requires the City to demolish the existing recreation center upon completion of the new Multigenerational Recreation and Aquatics Center pursuant to the terms of the 56 Acres Agreement, Section 2(b) of which requires that demolition to occur at the City's sole expense and to the County's satisfaction no later than February 22, 2037. There is a deed restriction on the Leased Property that it "shall be used solely and exclusively for public use" and prohibiting "[p]rivate residential, commercial, or industrial uses."

Concurrently with the approval of the 56 Acres Agreement, on January 18, 2022, the City Council approved the 56 Acres Master Plan after a multi-year public process. The 56 Acres Master Plan and its associated Initial Study/Mitigated Negative Declaration analyzed the project to include demolition of the existing Recreation and Swim Complex and the Master Plan shows that area as undeveloped green space.

The new Multigenerational Recreation and Aquatics Center required a permit from the Tahoe Regional Planning Agency (TRPA). Special Condition 8 of the TRPA permit, issued on April 28, 2022, requires that prior to opening the new facility, the City "shall discontinue all use of the existing swim and recreation center," and requires that "[a]ny proposed future use of the existing swim and recreation center building is contingent upon review and approval of a TRPA Change in Operation application." This condition resulted in a lower mobility mitigation fee ($16,197.40) than would have otherwise been due if both facilities were to remain open. Special Condition F of the TRPA permit requires the City to mitigate a portion or all of the 102,651 square feet of excess land coverage by either removing coverage within Hydrologic Transfer Area 4 – South Stateline or by submitting an excess coverage mitigation fee. Demolishing the 34,000-square-foot Recreation and Swim Complex would count towards this mitigation.

Issue and Discussion: There are some significant challenges to maintaining the existing Recreation and Swim Complex in operation after the opening of the new Multigenerational Recreation and Aquatics Center. First, based on prior City Council decisions, staff has been working towards decommissioning and demolition of the Recreation and Swim Complex. Significant funds would be needed to keep the facility open and operational for continued use. Annual maintenance is about $391,000, and annual utility costs are approximately $180,000. Even without keeping the pool in operation and only having the meeting rooms and gymnasium space available for rent by community groups, these ongoing costs would be substantial. Additionally, the facility has been compromised by its age and snow loading, and has significant deferred maintenance in major building systems that would need to be addressed to keep it operational at an estimated cost of $204,000 per year. To keep the facility open for more than a couple of years, major repairs would be needed, to include a roof reinforcement/replacement estimated at $3,400,000, additional exterior hardening (windows, doors, paint, and siding to be replaced with fire resistant material) at $3,400,000, and if the pool were to continue in use, $5,000,000 to $10,000,000 is likely to be needed to demo and rebuild the area and replace the mechanical systems. Thus, even without the major repairs, the estimated annual cost to keep the Recreation and Swim Center open is $775,000. By comparison, the planned demolition is estimated at a one-time cost of $2,100,000.

Second, a TRPA Change in Operation permit would be needed to continue use of the existing Recreation and Swim Complex. It is likely that this change would trigger additional mobility mitigation fees, at an unknown cost to the City.

Third, the County required demolition of the existing Recreation and Swim Complex by 2037 as a condition of the 56 Acres Agreement. Keeping the facility in operation beyond that date would require renegotiating and amending the agreement with the County.

Under current regulatory approvals and agreements, the City Council could direct staff to explore the feasibility of keeping the existing Recreation and Swim complex operational and available for lease by community groups in the short term. The estimated annual cost to keep the building operational, however, is $775,000, and if the building is open for more than a few years major repairs will be needed that are estimated to cost $6,800,000 (excluding the pool repairs). If City Council desires to keep the facility in operation, staff recommends passing on these costs to the lessee(s) because these costs are not covered by the current City budget. It is uncertain that local community groups would be interested in leasing this space at full cost recovery, so this may not be a feasible option.

It is important to note that space is available for non-profit groups at the new Multigenerational Recreation and Aquatics Center at the City Council-approved fee of $18.75/hour for meeting rooms and $41.25/hour for the community room. Meeting rooms are available for senior services meetings at no charge. The community room is also available to youth organizations for $15/hour and for senior services meetings and youth sports organizations at no charge.

Financial Implications: Keeping the existing Recreation and Swim Center open and operational is estimated to cost $775,000 per year. If the facility were to be kept open for more than a few years, major repairs would be needed to the roof and exterior, estimated at $6,800,000. Further, the required TRPA Change in Operation permit may trigger additional mobility mitigation fees in addition to the $16,197.40 already paid, in an amount unknown at this time, and not demolishing the existing Recreation and Swim Center would require the City to find an additional 34,000 square feet of coverage to retire or pay an additional coverage mitigation fee of $289,000 (8.50 x. 34,000 sq. ft.). By contrast, the planned demolition of the facility is estimated at $2,100,000.

Environmental Considerations: Maintaining the current Recreation and Swim Complex in operation in the short term is categorically exempt from the California Environmental Quality Act (“CEQA”) under CEQA Guidelines 15301 (Existing Facilities). However, keeping it in operation indefinitely likely would require an update to the Mitigated Negative Declaration for the 56 Acres Master Plan, adopted by City Council on January 18, 2022.

Policy Implications: 2025-2030 Strategic Plan Action 7.1 states “Complete the new Recreation and Swim Complex and maintain the current complex in the meantime.” Staff has accomplished this goal. Keeping the current complex in operation after completion of the new facility is beyond the scope of the current strategic plan.

AGREEMENT FOR DEVELOPMENT, OPERATION AND MAINTENANCE OF THE 56-ACRE PROPERTY

THIS AGREEMENT FOR DEVELOPMENT, OPERATION AND MAINTENANCE OF THE 56-ACRE PROPERTY ("**Agreement**") dated as of this 22 day of February, 2022, the last day of execution (the "**Effective Date**"), is entered into by and between the CITY OF SOUTH LAKE TAHOE, a municipal corporation ("**City**"), and EL DORADO COUNTY, a political subdivision of the State of California ("**County**"). The City and County may each be referred to as a "**Party**" or collectively as the "**Parties**."

RECITALS

The following Recitals are a substantive part of this Agreement:

A. The City owns approximately 15 acres of property in the City of South Lake Tahoe, also known as Assessor's Parcel Number 026-050-004 (the "**Original City Property**"). The Original City Property is a portion of an overall property known as the 56-Acres. The County owns the other approximately 41 acres of property that make up the 56-Acres, also known as Assessor's Parcel Numbers 026-050-003, 026-050-005, and 026-050-006 (the "**Original County Property**"). The Original City Property was conveyed to the City by County by Grant Deed dated April 17, 1973, and recorded in the Official Records of El Dorado County on April 23, 1973 ("**Grant Deed**"). The Grant Deed includes certain terms regarding the City's use of the Original City Property, including that the property be used for public park, recreation, cultural and visitor services. The Original City Property and the Original County Property may hereinafter be referred to as the "**56-Acre Property**," which is depicted in Exhibit A, Site Map, attached hereto and incorporated herein by reference.

B. The City and County currently utilize the 56-Acre Property for both City and County facilities, including a public beach, campground, senior center and senior nutrition program, ice arena, library, and vector control facilities. In addition, the City has leased portions of the 56-Acre Property to community groups and public agencies for visitor, art and emergency medical services purposes.

C. County and City have entered into various agreements over the last few decades to provide for the County's lease of the entire portion of the Original County Property to City and the construction of various facilities on the County Property. The original Lease of Real Property between the County and City was dated July 1, 1968, and thereafter replaced with a new lease and series of amendments as follows: (1) Lease of Real Property between the County and City dated December 12, 1972; (2) Amendment to Lease of Real Property dated December 9, 1986; (3) Amendment to Lease of Real Property dated April 14, 1987; (5) Amendment to Lease of Real Property dated January 26, 2010; (4) Memorandum of Understanding Between the County of El Dorado and the City of South Lake Tahoe for the Construction of the El Dorado Beach Improvement Project in the South Lake Tahoe Recreational Area ("**Beach Improvement MOU**");and (5) Amendment 1 to the Beach Improvement MOU dated April 17, 2014 " (collectively, the "**Original 56-Acre Agreements**"). In addition, the City and County entered

C-009-2022

into a Facility Use Agreement, dated February 15, 2012 for the County's use of a portion of the City's leased property (collectively, the "**Existing Use Agreement**").

D. The City has subleased certain portions of the Original County Property pursuant to the following lease agreements: (1) Lease Agreement between the City of South Lake Tahoe and the South Lake Chamber of Commerce dated April 4, 2006; and (2) a Lease Agreement between the City of South Lake Tahoe and the Tahoe Art League dated May 7, 2012 ("**County Property Subleases**"). In addition, City has entered into a Sublease Agreement between the California Tahoe Emergency Services Operations Authority, dated February 11, 2020 ("**EMS Sublease**").

E. The City and County desire to work collaboratively to maximize the public benefits from the 56-Acre Property, update previous planning efforts and enable the provision of the highest quality recreation and government facilities and services on the 56-Acre Property.

F. The 56-Acre Property is anticipated to become the identifiable recreation and government center of the South Lake Tahoe, with the development of the site as a park-like campus with plentiful recreation facilities, the centralization of City government facilities and services and a "downtown" environment centered on the 56-Acre Property and neighboring Harrison Avenue commercial district.

G. The City and County have worked collaboratively to identify future public improvements on the 56-Acre Property and negotiate terms for a new agreement for the 56-Acre Property to replace the Original 56-Acre Agreements.

H. The California Tahoe Conservancy has provided grant funding for the development of the 56-Acre Property and has expressed support for this Agreement.

I. On January 14, 2020, the City Council of the City of South Lake Tahoe and the Board of Supervisors of the County of El Dorado adopted similar resolutions, Resolution 2020-006, and Resolution 007-2020 respectively, Outlining Proposed Terms for a New Agreement between El Dorado County and the City of South Lake Tahoe for the Development, Operation, and Maintenance of Recreation and Government Facilities on the "56-Acres" ("**56-Acre Terms Resolution**").

J. The City has prepared a Master Plan for the 56-Acre Property ("**Master Plan**"), which includes, among other things, a new Multi-Generational Recreation/Swim/Senior Center Facility (the "**New Multi-Generational Center**"), a depiction of which is shown on Exhibit B, attached hereto and incorporated herein by reference.

K. City and County have also agreed to exchange certain real property located on the 56-Acre Property to effectuate its development and to lease certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan. The subject property is exempt surplus property under the Surplus Lands Act, Government Code section 54220 et seq., and implementing guidelines as the transferring agency's property is being exchanged for other property necessary for the transferring agency's use and is being transferred to another local agency for the transferee's use.

L. In connection with consideration of the Master Plan and this Agreement, the City completed review under the California Environmental Quality Act ("**CEQA**") and prepared a Mitigated Negative Declaration.

M. On January 18, 2022, the City Council approved a Mitigated Negative Declaration and the Master Plan.

N. City and County desire to enter into this Agreement in accordance with the 56-Acre Terms Resolution and subsequent negotiations in order to set forth the terms and conditions, among other things relating to (1) the amendment and restatement of the Original 56-Acre Agreements; (2) City and County transfers of certain City and County-owned property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan; and (4) County's use of certain portions of the 56-Acre Property.

AGREEMENT

NOW, THEREFORE, City and County hereby agree as follows:

1. **REPRESENTATIONS AND WARRANTIES / TERM.**

1.1 **Representations and Warranties.**

(a) **City Representations**. City represents and warrants to County as follows:

(i) **Authority.** City is a municipal corporation of the State of California. City has full right, power and lawful authority to perform its obligations hereunder and the execution, performance and delivery of this Agreement by City has been fully authorized by all requisite actions on the part of City.

(ii) **No Conflict.** City's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which City is a party or by which it is bound.

(iii) **Ownership of Property.** City is the owner of the Original City Property.

(iv) **No Litigation or Other Proceeding.** To City's current actual knowledge, no litigation or other proceeding (whether administrative or otherwise) is outstanding or has been threatened which would prevent, hinder or delay the ability of City to perform its obligations under this Agreement.

Until the expiration or earlier termination of this Agreement, City shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section (a) not to be true, immediately give written Notice of such fact or condition to County.

(b) **County's Representations.** County represents and warrants to City as follows:

(i) **Authority.** County is a political subdivision of the State of California. County has full right, power and lawful authority to undertake all of its obligations hereunder and the execution, performance and delivery of this Agreement by County has been fully authorized by all requisite actions on the part of County.

(ii) **No Conflict.** County's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which County is a party or by which it is bound.

(iii) **Ownership of Property.** County is the owner of the Original County Property.

(iv) **No Litigation or Other Proceeding.** To County's current actual knowledge, no litigation or other proceeding (whether administrative or otherwise) is outstanding or has been threatened which would prevent, hinder or delay the ability of County to perform its obligations under this Agreement.

Until the expiration or earlier termination of this Agreement, County shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section (b) not to be true, immediately give written Notice of such fact or condition to City.

1.2 **Term.** The term of this Agreement shall be fifty (50) years from the effective date of the Lease described in Section 3.1 below, unless and until earlier terminated as provided herein ("**Initial Term**"). The Agreement shall be automatically extended on an annual basis up to a total of ninety-nine (99) years, unless either Party notifies the other Party no later than sixty days prior to the end of the Initial Term, or the then-current term, of a Default (as defined in Section 7.2 below) under this Agreement. If the defaulting Party does not cure the Default as provided herein, the other Party may terminate this Agreement. The Initial Term in addition to any automatic extensions pursuant to this Section 1.2 shall be referred to as the "**Term**."

2. PROPERTY EXCHANGE.

2.1 **Exchange of Property Interests.** City and County have determined that the transfer of the property interests as provided herein will further a governmental purpose by facilitating development of the 56-Acre Property as provided in this Agreement. County will transfer certain real property concurrently with execution of the Lease at the Closing, and City and County will transfer other parcels after certain demolition work is performed, as provided in more detail below.

(a) Concurrently with execution of the Lease, County agrees to transfer to City that approximately 9.1 acres of the Original County Property to be used for the purpose of development and construction of the New Multi-Generational Center, civic center, and parking lot (collectively the "**New Multi-Generational Center Site**") and grants an easement over approximately 4.8 acres of the Original County Property and Existing Recreation Center Site to be used as a right-of-way, as shown in Attachment 1 to Exhibit C, attached hereto and

incorporated herein by this reference, and referred to therein as "City of South Lake Tahoe Proposed Parcel 3" and "Roadway & Utility Easement" (collectively, the "**City Transfer Property**"). In the event, all or a portion of the City Transfer Property is not developed within fifteen (15) years of the Effective Date consistent with the Master Plan, City shall transfer title and ownership of that portion of the City Transfer Property not developed as provided herein back to the County and the Lease shall be amended to incorporate such property to the Leased Property. The City Transfer Property shall be conveyed pursuant a Grant Deed in the form attached hereto as Exhibit C, which provides that title to the City Transfer Property shall revert to the County in the event that City no longer uses the City Transfer Property for public use ("**City Transfer Property Grant Deed**").

(b) Concurrently with execution of the Lease, City agrees to transfer to County that approximately 11.45 acres of the Original City Property where the existing Recreation Center, excluding the ice arena, is located, as shown in Attachment 1 to Exhibit D, and referred to therein as "El Dorado County Proposed Parcel 5" and "City of South Lake Tahoe to El Dorado County Transfer Parcel", attached hereto and incorporated herein by this reference (collectively, the "**Existing Recreation Center Site**"). The Existing Recreation Site shall be conveyed to County pursuant to a Grant Deed in the form attached hereto as Exhibit D, which provides that title to the Existing Recreation Center Site shall revert to the City in the event that County no longer uses the Existing Recreation Center Site for public use ("**Existing Recreation Site Grant Deed**"). The Existing Recreation Center Site shall also be included in the Leased Property. City shall continue to operate the existing facilities on the Existing Recreation Center Site until completion of the New Multi-Generational Center, at which time City shall, at its sole cost and expense, vacate, abandon, and demolish, including removal of all Hazardous Materials, as defined in Section 5.2(b) below, the existing Recreation Center facility, in accordance with all Governmental Requirements to the satisfaction of the County ("**Demolition of Existing Recreation Center Facility**"). The Demolition of the Existing Recreation Center Facility shall be completed within fifteen (15) years of the Effective Date. Upon the Demolition of the Existing Recreation Facility, City shall provide Notice to County. County shall review such Notice and may either accept completion of the Demolition of the Existing Recreation Center Facility or provide Notice to City of such work that remains to be completed.

(c) County agrees to transfer to City that approximately one acre of the Original County Property that is currently being used for a vector control facility ("**Vector Control Facility**"), as set forth in Attachment 1 to Exhibit E, attached hereto and incorporated herein by this reference ("**Vector Control Property**") within thirty (30) days of City's acceptance of the Demolition of the Vector Control Facility, as defined in Section 5.2(b). The Vector Control Property shall be conveyed pursuant a Grant Deed in the form attached hereto as Exhibit E, which provides that title to the Vector Control Property shall revert to the County in the event that City no longer uses the Vector Control Property for public use ("**Vector Control Grant Deed**"). Upon transfer of the Vector Control Property to City, the Vector Control Property shall be the sole responsibility of City.

2.2 **As-Is Transfer.** City and County specifically acknowledge that the City Transfer Property, the Existing Recreational Center Site and the Vector Control Property (collectively, the "**Transfer Properties**") being exchanged pursuant to the terms of this Agreement are being accepted by the transferee agency on an "AS IS WITH ALL FAULTS" basis and that neither

party is relying on any representations or warranties of any kind whatsoever, expressed or implied, from the other as to any matters concerning the properties, including without limitation: their physical condition; geology; the development potential of the properties and their use, habitability, merchantability, or fitness for a particular purpose; their zoning or other legal status; compliance with law; the presence or removal of hazardous or toxic materials, substances, or wastes on, under or about the properties or any neighboring property.

2.3 **Amendment to Grant Deed**. In order to provide consistent restrictions among the various property deeds on the 56-Acre Property and remove restrictions that are no longer applicable, the Parties shall amend a prior Grant from County to City to modify the restrictive covenants. The Amendment to Grant Deed shall be in the form attached hereto as Exhibit G ("**Amendment to Grant Deed**").

2.4 **Covenants.** Prior to the transfer of the City Transfer Property and Vector Control Property, as applicable, County will not enter into any contract or lease or convey any real property interest, including easements, affecting the City Transfer Property or the Vector Control Property, as applicable, without City's written consent. Prior to the transfer of the Existing Recreation Center Site, City will not enter into any contract or lease or convey any real property interest, including easements, affecting the Existing Recreation Center Site, without County's written consent.

3. LEASE OF CERTAIN PORTIONS OF THE COUNTY PROPERTY.

3.1 **Lease.** Subject to the terms and conditions of this Agreement, County shall lease to City and City shall ground lease from County the Leased Property, as defined below. The ground lease for the Property shall be in the form of the Ground Lease attached hereto as Exhibit F, subject to such minor revisions as may be approved by City and County (the "**Lease**"). City acknowledges and agrees that the Leased Property shall be used for purposes of development of governmental, recreation and community facilities to serve the community, with primary emphasis on recreation, as set forth in more detail in the Lease. Further, the Parties acknowledge that all structures and improvements on the Leased Property as of the date of the Lease are and shall be the sole property of the City and the City shall be responsible for all maintenance costs, as set forth in more detail in the Lease.

3.2 **Leased Property.** Prior to the Closing, the City and County shall process changes to the boundaries of the Original City Property and the Original County Property in order for the property lines to more accurately align with existing and planned facilities and structures, as shown on the Master Plan attached hereto as Exhibit B. The Original County Property, as modified herein shall be referred to as the "**Leased Property**." The Original City Property, as modified herein shall be referred to as the "**City Property**."

(a) The City shall process a lot-line adjustment to modify the boundaries of the Original City Property and the Original County Property and adjust the lot-line so no structure is located on the lot line.

(b) The City shall process a Parcel Map to create a separate parcel for the real property on which the El Dorado County Library facility is located ("**County Library**

Property") and the parties acknowledge that the real property subject to the EMS Sublease ("**EMS Property**") is excluded from the Leased Property. Both the County Library Property and the EMS Property shall be retained by County and shall not be included in the Leased Property or subject to the terms of the Lease. City covenants that, as of the Effective Date, the City has completed lead, mold, and asbestos remediation and roof replacement on the EMS Property, and the County's ambulance service provider has initiated a major renovation project on the EMS Property, such that the City is not aware of outstanding maintenance or repair issues associated with the EMS Property. Prior to the Closing, City and County shall negotiate the termination of the existing EMS Sublease in order for County to have direct control and authority for the EMS Property and its use. City shall continue to be responsible for snow removal on the EMS Property and will assist with securing land coverage for the ambulance housing project as required by the Tahoe Regional Planning Agency, including but not limited to the transfer of not less than 50 square feet of City held land coverage for the project. Upon completion of the New Multi-Generational Center, the City shall be responsible for snow removal on County Library Property, which obligation shall be documented in the use agreement between the City and County for the New Multi-Generational Center as provided in Section 5.3(b) below.

3.3 **Lease Rent Payments.** Payments of rent for the Leased Property shall be as provided in the Lease, which provides for City to pay: (a) 50 percent (50%) of net operating profits from all existing and future revenue sources generated in the 56-Acre Property, excluding the ice arena, after the City sets aside fees from the campground on the 56-Acre Property and two percent (2%) of the total asset value of the facilities on the 56-Acre Property into a repair and replacement funds to be managed by the City; and (b) an amount equal to $200,000 (increased annually from the Effective Date) in year 30 of the Lease or retirement of debt for the New Multi-Generational Center, all as set forth in more detail in the Lease (the "**Lease Rent**"). As set forth in the Lease, County agrees to use all Lease Rent received for County infrastructure initiatives and services in the Tahoe Basin area of El Dorado County, including, but not limited to, roads, trails, facilities, and utilities.

3.4 **County Property Subleases**. The existing County Property Subleases shall remain in full force and effect under this Agreement and the Lease, as set forth in more detail therein. City shall also have authority to enter into further subleases consistent with the terms of the Lease.

3.5 **Extension of County Lease Agreements**. The County Lease Agreements are hereby extended and remain in full force and effect until the date the Lease is fully executed and effective.

3.6 **Termination of Original 56-Acre Agreements**. Upon full execution of the Lease, the Original 56-Acre Agreements shall be terminated and of no further force and effect.

4. CLOSING.

4.1 **Title Review**. Each Party may request title reports for the various parcels that comprise the 56-Acre Property and may work with a title company, at its sole cost and expense, to purchase title insurance for any property being accepted by such party prior to acceptance. In

the event there are any exceptions on title to any property required to be transferred herein that impact the transferee's ability to develop the property consistent with the terms of this Agreement, the Parties shall coordinate to remove such title exceptions prior to transfer.

4.2 **Execution and Recordation of Lease, City Transfer Grant Deed and Amendment to Grant Deed.** Within five business days of the satisfaction of the City and County Conditions Precedent to Closing, the City and County shall execute the Lease and the Amendment to Grant Deed and shall have the Lease or a Memorandum of Lease recorded against the Leased Property and the Amended Grant Deed recorded ("**Closing**").

4.3 **City's Conditions Precedent to Closing.** City's obligation to proceed with the Lease is subject to the fulfillment or waiver by City of each and all of the conditions precedent described below ("**City Conditions Precedent to Closing**"). City's Conditions Precedent to Lease are solely for the benefit of City and shall be fulfilled or waived within the time periods provided for herein:

(a) **No Default.** County shall not be in Default under this Agreement and no event shall have occurred which with the passage of time or giving of notice or both would constitute a default hereunder.

(b) **Leased Property**. City and County shall have adjusted the property lines of the Original City Property and the Original County Property as provided in Section 3.2.

(c) **Lease.** County shall have executed the Lease in the form attached as Exhibit F.

(d) **Grant Deeds**. County shall have executed the City Transfer Property Grant Deed in the form attached as Exhibit C.

(e) **Amendment to Grant Deed.** County shall have executed the Amendment to Grant Deed in the form attached as Exhibit G.

(f) **CEQA.** No legal challenge has been filed under CEQA within the applicable time period.

4.4 **County's Conditions Precedent to Closing.** County's obligation to proceed with the Lease is subject to the fulfillment or waiver by County of each and all of the conditions precedent described below ("**County Conditions Precedent to Closing**"), which are solely for the benefit of County, and which shall be fulfilled or waived within the time periods provided for herein:

(a) **No Default by City.** City shall not be in Default under this Agreement, and no event shall have occurred which with the passage of time or giving of notice or both would constitute a default hereunder.

(b) **Leased Property**. City and County shall have adjusted the property lines of the Original City Property and the Original County Property as provided in Section 3.2.

(c) **Lease.** City shall have executed the Lease in the form attached as Exhibit F.

(d) **Grant Deed**. City shall have executed a Certificate of Acceptance to the City Transfer Property Grant Deed.

(e) **Amendment to Grant Deed.** City shall have executed the Amendment to Grant Deed in the form attached as Exhibit G.

(f) **CEQA.** No legal challenge has been filed under CEQA within the applicable time period.

5. DEVELOPMENT AND OPERATION OF THE 56-ACRES.

5.1 **City Development.** Except as otherwise provided in this Agreement, City shall have the sole authority over the development, operation and use of the 56-Acre Property, including without limitation, the Leased Property, and may determine, in its sole and absolute discretion, the type and nature of any and all improvements to be located on the 56-Acre Property, subject to the use requirements set forth in Section 6.1 below. The City authority described herein shall include the sole responsibility for the development, construction, operation and maintenance of all existing and new improvements on the 56-Acre Property, subject to the exceptions set forth in Section 5.2 below. County and City staff will work cooperatively in the development, construction, operation and maintenance of the 56-Acre Property.

5.2 **Exceptions to City Authority and Responsibility.** The following are the only exceptions to the City's sole authority and responsibility over the 56-Acre Property:

(a) County shall retain ownership and maintenance responsibilities for the EMS Property and the County Library Property, which is not included in the Leased Property and shall not be subject to the terms of the Lease, and all improvements and facilities located thereon.

(b) County shall vacate, abandon, and demolish, including removal of all Hazardous Materials, as defined below, the Vector Control Facility, in accordance with all Governmental Requirements to the satisfaction of the City ("**Demolition of Vector Control Facility**"). The Demolition of the Vector Control Facility shall be completed no later than fifteen (15) years after the Effective Date. Demolition of the Vector Control Facility is expressly contingent upon finding approximately one (1) acre of improved City-owned real property that County determines, in its reasonable discretion, is a suitable site for a new vector control facility ("**New Vector Control Site**"), which shall be transferred by City to County at no cost with full coverage credits. In the event that City and County have not agreed upon the New Vector Control Site within thirteen (13) years of the Effective Date, City and County shall meet and confer to ensure that an agreement is reached as to a reasonable site within the 15-year timeframe set forth herein. Upon the Demolition of the Vector Control Facility, County shall provide Notice to City. City shall review such Notice and may either accept completion of the Demolition of the Vector Control or provide Notice to County of such work that remains to be completed. The Vector Control Property shall be transferred to City as provided in Section 2.1(c). "**Hazardous Materials**" means any substance, material, or waste which is or becomes

regulated by any local governmental authority, the State of California, or the United States Government, including any material or substance which is: (i) defined as a "hazardous waste," "extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law); (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act); (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory); (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances); (v) petroleum; (vi) friable asbestos; (vii) polychlorinated biphenyls; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20; (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act, 42 U.S.C. §6901, *et seq.* (42 U.S.C. §6903); or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §9601, *et seq.*, as the foregoing statutes and regulations now exist or may hereafter be amended.

(c) Each Party shall be responsible for any and all costs associated with environmental remediation or Hazardous Materials on the real property, facilities or structures on the 56-Acre Property that it owns as of the Effective Date. Each Party shall be responsible for conducting Phase 1 investigations and testing upon undertaking any project on its real property.

(d) City shall provide a location for the County's senior nutrition programs in existing or new City facilities located on the 56-Acre Property pursuant to the terms of a use agreement to be entered into between the Parties. County's programs and the operating costs associated with the programs shall be the sole responsibility of County.

5.3 **Multi-Generational Center.** The City shall endeavor to construct the New Multi-Generational Center on the 56-Acre Property as described in the Master Plan, subject to the following requirements:

(a) City shall be responsible for all design and construction costs associated with the New Multi-Generational Center and shall own and operate the New Multi-Generational Center.

(b) The City shall allocate approximately 9,000 square feet of space in the New Multi-Generational Center for the purpose of providing older adult services and programs. The space shall include a commercial kitchen and dining room for the purpose of accommodating the County Senior Nutrition Program and allowing shared use with the City. County's use shall be documented in a separate use agreement between the Parties. The use agreement shall also include provisions providing for City's obligation to be responsible for snow removal on County Library Property upon completion of the New Multi-Generational Center. The City shall manage the space in order to maximize the use of all elements in the New

Multi-Generational Center for programs that benefit all user groups in the community. As part of the annual review set forth in Section 7.1 below, the Parties shall discuss programs and priorities of use in the New Multi-Generational Center, including City's commitment to serving seniors in the New Multi-Generational Center and allocation of staff or resources dedicated to older adult services and programs coordination.

(c) City shall be responsible for all Maintenance Costs, as defined below, associated with the New Multi-Generational Center and County shall be responsible for the Operating Costs, as defined below, of its programs and use of the New Multi-Generational Center. City and County shall share the Replacement Costs, as defined below, based on each Party's proportionate use of the facilities. The cost allocations provided herein shall be documented in the County and City use agreement described in Section 5.3(b) above.

(i) "Operating Costs" shall include costs to operate the County senior nutrition programs, including staff costs, costs to fund all programming, and cleaning of the commercial kitchen and dining room after County use.

(ii) "Maintenance Costs" shall include costs to maintain the building, parking area, hardscape, sidewalks, landscaping, and any equipment attached to the building whose removal would do harm to the structure, such as the foundation, roof, ventilation, plumbing, electrical, fire suppression, heating, and windows.

(iii) "Replacement Costs" shall include replacement of any equipment or appliances in the commercial kitchen and dining facilities.

(d) The existing Senior Center facility shall remain in operation until the completion of the New Multi-Generational Center. Upon completion of the New Multi-Generational Center, County, at its option, may elect to continue providing older adult services program at the existing Senior Center facility pursuant to the terms of the Lease.

5.4 **Development of Existing Recreation Center Site.** Upon completion of the Demolition of the Existing Recreation Center Facility, either Party may request that this Agreement be re-opened for good faith negotiations between the Parties to address redevelopment and re-use of the Existing Recreation Center Site. The Parties agree and acknowledge that it is anticipated the Existing Recreation Center Site will be developed as a government facility for shared use between County and City.

5.5 **Historical Structures**. In a manner consistent with the Master Plan, the City shall endeavor to adequately preserve all historically-significant buildings currently located on the 56-Acre Property and to locate and design any new recreational or government facilities in a manner that is complementary to the historically-significant buildings as identified in the Master Plan.

5.6 **City Leases**. The City shall have sole discretion over leases of the City Property, including without limitation, the extension or termination of such leases, provided however that any and all leases between the City and a third party shall be in compliance with the general use guidelines set forth in this Agreement. With respect to the Leased Property, City shall have the right to maintain any subleases in effect as of the Effective Date and to sublease the Leased

Property to any other government entity or local community non-profit. Any other subleases of the Leased Property require County's prior approval.

5.7 **Compliance with Laws; Indemnity and Waiver.** Both City and County shall carry out all work and development under this Agreement, including County's demolition of the Vector Control Facility and City's development on the 56-Acre Property, in conformity with all applicable laws, ordinances, statutes, codes, rules, regulations, orders and decrees, of the United States, the State of California, the County of El Dorado, the City, and of any other political subdivision or instrumentality exercising jurisdiction over the 56-Acre Property (collectively, the "**Governmental Requirements**"), including all state labor laws and standards; the County zoning and development standards; building, plumbing, mechanical and electrical codes; all other provisions of the City Municipal Code; and all applicable disabled and handicapped access requirements, including the Americans With Disabilities Act, 42 U.S.C. Section 12101, *et seq.*, Government Code Section 4450, *et seq.*, Government Code Section 11135, *et seq.*, and the Unruh Civil Rights Act, Civil Code Section 51, *et seq.* Each Party shall defend, indemnify and hold harmless the other Party and its officers, employees, volunteers, agents and representatives from and against any and all present and future liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs, arising out of or in any way connected with the first Party's failure to comply with all Governmental Requirements.

6. USE REQUIREMENTS.

6.1 **Governmental Community Use.** The City shall develop, operate and maintain the 56-Acre Property, except as set forth in Section 5.2 above, for recreation and government facilities, with primary emphasis on recreation, to serve the residents and visitors of South Lake Tahoe and El Dorado County. In the event City desires to use the 56-Acre Property for any use other than set forth in this Section 6.1, City may submit a written request for a use exception to the County. County shall consider such request in its reasonable discretion and respond in writing to City within 30 days of receipt of the request.

6.2 **County Resident Use**. The City shall allow residents of El Dorado County that do not reside within the City limits to use existing and new recreation facilities on the 56-Acre Property under the same policies and fee schedule applicable to City residents.

7. ANNUAL REVIEW, DEFAULTS AND REMEDIES.

7.1 **Annual Review**. The Parties shall meet at least once a year prior to the anniversary date of the Effective Date to review the status of the terms of the Agreement and to ensure adequate communication and strengthen the relationship between the Parties. Prior to the annual meeting date, each Party shall submit to the other Party an update on its compliance with the terms and obligations of this Agreement.

7.2 **Default Remedies.** Failure by either Party to perform any action or covenant required by this Agreement within the time periods provided herein following Notice shall constitute a "Default" under this Agreement. A Party claiming a Default shall give written Notice of Default to the other Party specifying the Default complained of. Except as otherwise expressly provided in this Agreement, the claimant shall not institute any proceeding against the

other Party if such Party within 60 days following receipt of such Notice of Default immediately, with due diligence, commences to cure, correct or remedy such failure or delay and completes such cure, correction or remedy with diligence

7.3 **Dispute Resolution**. In the event that the Party receiving a Notice of Default disputes the allegations or is not intending to cure, correct or remedy the alleged default, the Parties shall promptly meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, mediation may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

7.4 **Institution of Legal Actions.** Except as otherwise specifically provided herein, upon the occurrence of a Default, the Parties have the right, in addition to any other rights or remedies, to institute any action at law or in equity to cure, correct, prevent or remedy any Default, or to recover damages for any Default, or to obtain any other remedy consistent with the purpose of this Agreement. The Parties remedies in the event of a Default shall be limited to obtaining specific performance or injunctive relief. Such legal actions must be instituted in the Superior Court of the County of El Dorado, State of California, or in the Federal District Court for the Eastern District of the State of California. Neither Party shall have the right to recover any consequential, punitive or special damages.

7.5 **Termination.** This Agreement may be terminated by mutual consent of the Parties or upon satisfaction of all terms and obligations set forth herein and not otherwise addressed in the Lease or the Amended Grant Deed.

7.6 **Rights and Remedies Are Cumulative.** The rights and remedies of the Parties are cumulative, and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party, except as otherwise expressly provided herein.

7.7 **Inaction Not a Waiver of Default.** Any failures or delays by either Party in asserting any of its rights and remedies as to any Default shall not operate as a waiver of any Default or of any such rights or remedies, or deprive either such Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

8. GENERAL PROVISIONS.

8.1 **No Assignment.** The qualifications and identity of the Parties are of particular concern and material considerations for entering into this Agreement. Neither Party shall have the right during the Term to assign all or any portion of its rights, obligations or interests under this Agreement.

8.2 **Mutual Indemnity.**

(a) County shall indemnify, defend (with counsel reasonably acceptable to City), protect and hold City and its officers, employees, agents and representatives, harmless from any and all liabilities, obligations, orders, claims, damages, fines, penalties and expenses,

including attorneys' fees and costs ("**Claims**") to the extent caused by any of County's activities under this Agreement or by anyone directly or indirectly employed or contracted with by County and whether such Claims shall accrue or be discovered before or after termination of this Agreement.

(b) City shall indemnify, defend (with counsel reasonably acceptable to County), protect and hold County and its officers, employees, agents and representatives, harmless from any and all Claims to the extent caused by any of City's activities under this Agreement or by anyone directly or indirectly employed or contracted with by City and whether such Claims shall accrue or be discovered before or after termination of this Agreement.

8.3 **Notices, Demands and Communications between the Parties.** Any approval, disapproval, demand, document or other notice ("**Notice**") which either Party may desire to give to the other Party under this Agreement must be in writing and shall be given by certified mail, return receipt requested and postage prepaid, personal delivery, or reputable overnight courier (but not by facsimile or email), to the Party to whom the Notice is directed at the address of the Party as set forth below, or at any other address as that Party may later designate by Notice.

To City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joseph D. Irvin, City Manager

To County: El Dorado County
Chief Administrative Office
330 Fair Lane
Placerville, CA 95667
Don Ashton, County Chief Administrative Officer

Any Notice shall be deemed received on the date of delivery if delivered by personal service, on the date of delivery or refused delivery as shown by the return receipt if sent by certified mail, and on the date of delivery or refused delivery as shown by the records of the overnight courier if sent via nationally recognized overnight courier. Notices sent by a Party's attorney on behalf of such Party shall be deemed delivered by such Party.

8.4 **Enforced Delay; Extension of Times of Performance.** Subject to the limitations set forth below, performance by either Party hereunder shall not be deemed to be in Default, and all performance and other dates specified in this Agreement shall be extended, where delays are due to: war; insurrection; strikes; lockouts; riots; floods; earthquakes; fires; casualties; acts of God; acts of the public enemy; epidemics; quarantine restrictions; freight embargoes; governmental restrictions or priority; litigation, including court delays; or unusually severe weather; acts or omissions of the other Party. An extension of time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if Notice by the Party claiming such extension is sent to the other Party within 30 days of the commencement of the cause. Times of performance under this Agreement may also be extended in writing by the mutual agreement of City and County.

8.5 **Relationship between City and County.** It is hereby acknowledged that the relationship between City and County is not that of a joint venture and that City and County shall not be deemed or construed for any purpose to be the agent of the other.

8.6 **Approvals and Actions.** Whenever a reference is made herein to an action or approval to be undertaken by either Party, the City Manager of City or County Chief Administrative Officer of County, as applicable, or his or her designee is authorized to act on behalf of such Party, unless specifically provided otherwise or the context requires otherwise.

8.7 **Counterparts.** This Agreement may be signed in multiple counterparts each of which shall be deemed to be an original.

8.8 **Integration.** This Agreement, including the exhibits hereto, contain the entire understanding between the Parties relating to the transactions contemplated by this Agreement. Each Party is entering this Agreement based solely upon the representations set forth herein and upon each Party's own independent investigation of any and all facts such Party deems material.

8.9 **Titles and Captions.** Titles and captions are for convenience of reference only and do not define, describe or limit the scope or the intent of this Agreement or of any of its terms. References to section numbers are to sections in this Agreement, unless expressly stated otherwise. References to specific section numbers shall include all subsections which follow the referenced section.

8.10 **Interpretation.** As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others where and when the context so dictates. The words "include" and "including" shall be construed as if followed by the words "without limitation." The Parties acknowledge that each Party and his, her or its counsel have reviewed and revised this Agreement and that the rule of construction to the effect that any ambiguities are to be resolved against the drafting Party shall not be employed in the interpretation of this Agreement or any document executed and delivered by either Party in connection with this Agreement.

8.11 **Modifications.** Any alteration, change or modification of or to this Agreement, in order to become effective, shall be made in writing and in each instance signed on behalf of each Party.

8.12 **Severability.** If any term, provision, condition or covenant of this Agreement or its application to any Party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this Agreement, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

8.13 **Computation of Time.** The time in which any act is to be done under this Agreement is computed by excluding the first day, and including the last day, unless the last day is a holiday or Saturday or Sunday, and then that day is also excluded. The term "holiday" shall mean all holidays as specified in Sections 6700 and 6701 of the California Government Code. If any act is to be done by a particular time during a day, that time shall be Pacific Time Zone time.

8.14 **Legal Advice.** Each Party represents and warrants to the other the following: they have carefully read this Agreement, and in signing this Agreement, they do so with full knowledge of any right which they may have; they have received independent legal advice from their respective legal counsel as to the matters set forth in this Agreement; and, they have freely signed this Agreement without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Agreement.

8.15 **Time of Essence.** Time is expressly made of the essence with respect to the performance by City and County of each and every obligation and condition of this Agreement.

8.16 **Mutual Cooperation.** Each Party agrees to cooperate with the other to implement the terms and conditions of this Agreement and, in that regard, shall execute any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this Agreement.

8.17 **Conflicts of Interest.** No member, official or employee of County or City shall have any personal interest, direct or indirect, in this Agreement, nor shall any such member, official or employee participate in any decision relating to the Agreement which affects his personal interests or the interests of any corporation, partnership or association in which he is directly or indirectly interested.

8.18 **Non-liability of Officials and Employees.** No member, official or employee of either Party shall be personally liable to the other Party, in the event of any Default, breach or for any amount which may become due, or on any obligations under the terms of this Agreement. Each Party hereby waives and releases any claim it may have against the members, officials or employees of the other Party with respect to any Default, breach or for any amount which may become due under the terms of this Agreement.

8.19 **Applicable Law.** The laws of the State of California, without regard to conflict of laws principles, shall govern the interpretation and enforcement of this Agreement.

6.20 **Contract Administrators.** The County officer or employee with responsibility for administration of this Agreement is Don Ashton, Chief Administrative Officer, or successor. The City officer or employee for responsibility for administration of this Lease is Joe Irvin, City Manager, or successor.

[Remainder of page intentionally left blank]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Effective Date.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____
Mayor

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:
Kim Dawson
Clerk of the Board of Supervisors

By:_____
Deputy Clerk

C-009-2021

EXHIBIT A
SITE MAP

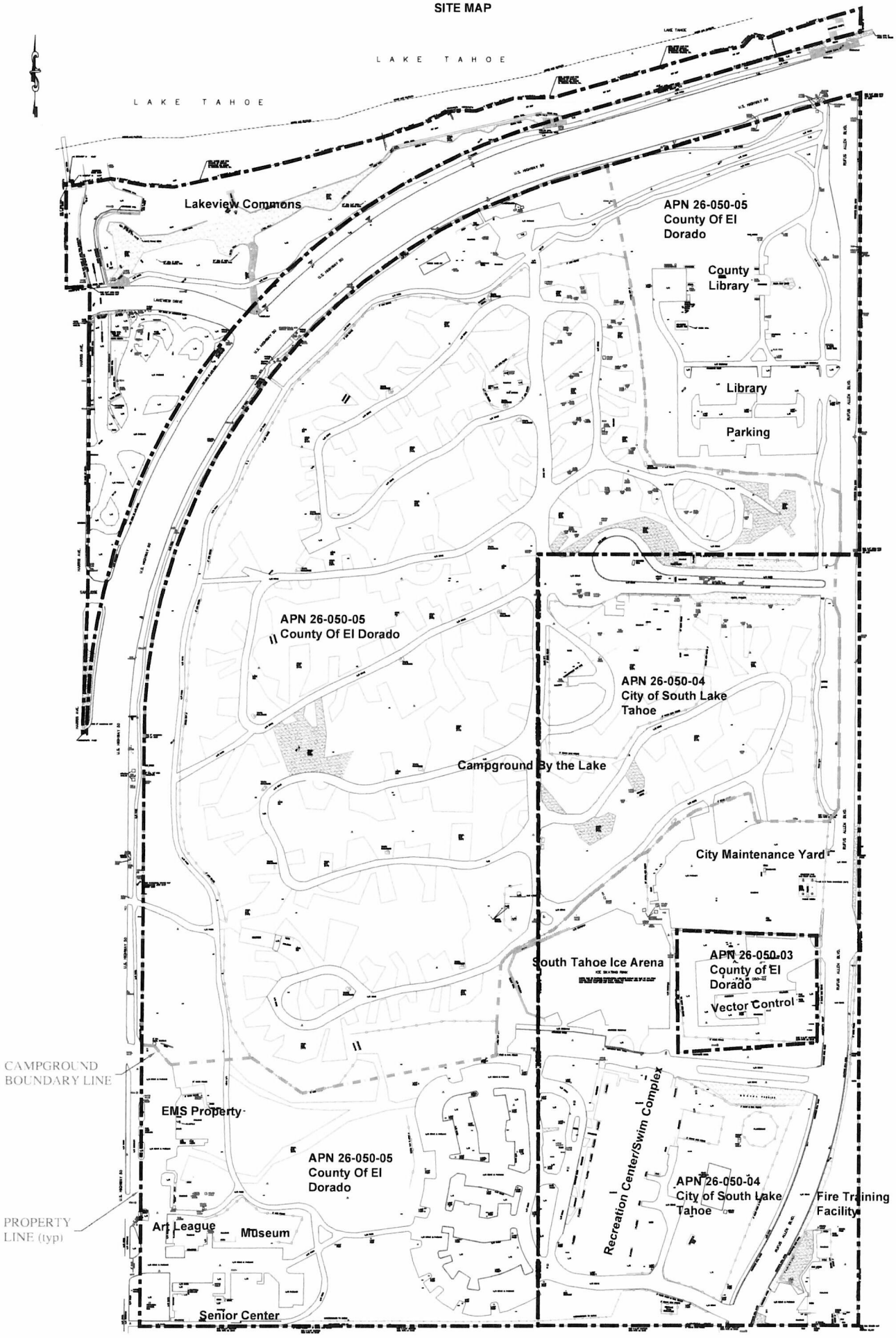


EXHIBIT B
MASTER PLAN

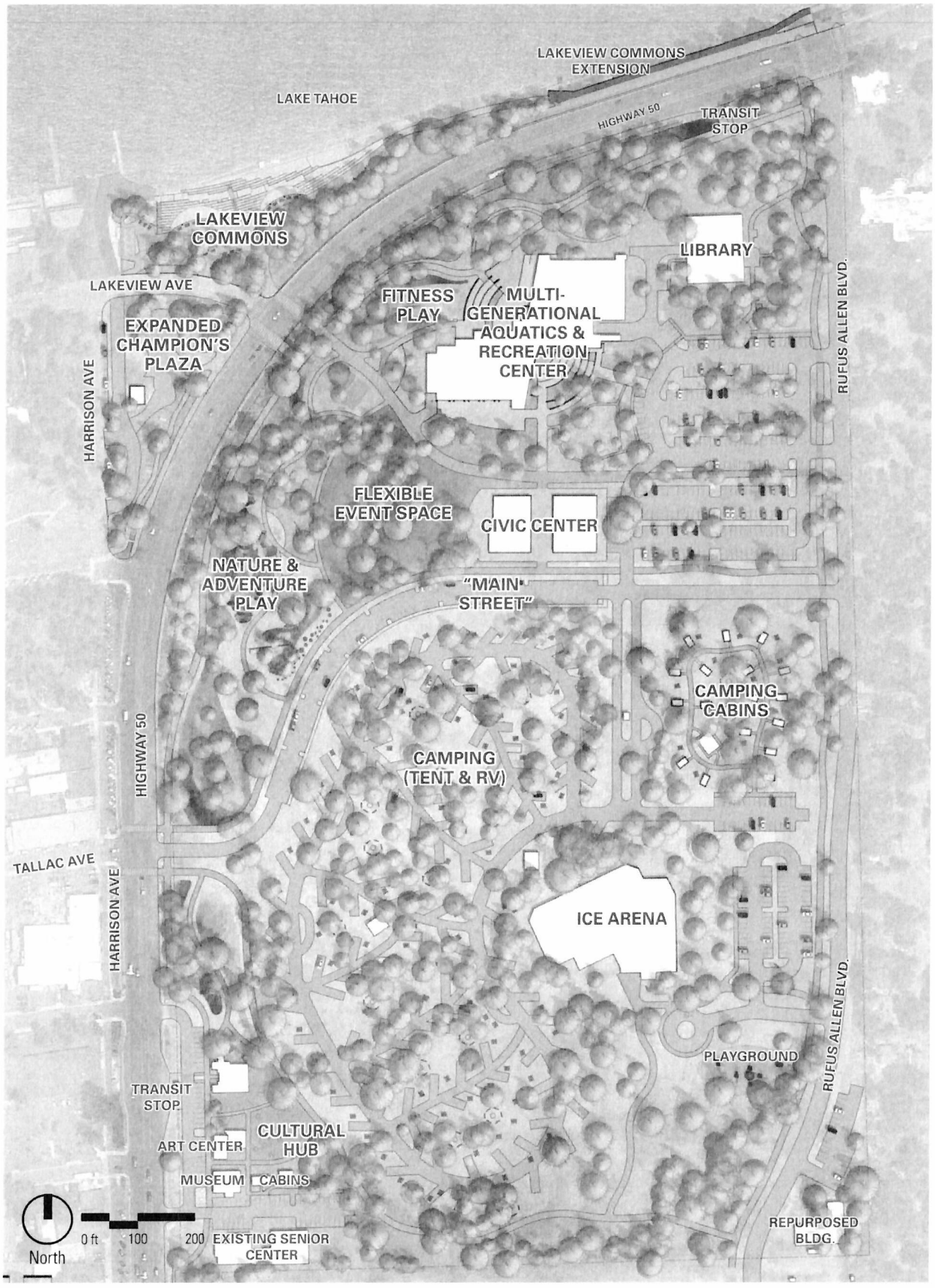


EXHIBIT C

CITY TRANSFER PROPERTY GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City approximately 9.1 acres, resulting in an approximately 10.2-acre site when combined with existing City parcel for the purpose of development and construction of a new Multi-Generational Center, civic center, and parking lot, approximately 0.66 acres where the Ice Arena building is encroaching on County-owned property, and to grant easements over an approximately 4.8 acre site to be used as a right-of-way, in exchange for the City's grant to County of an approximately 11.45 acre site for County governmental or recreational use.

NOW THEREFORE, the County does hereby grant to City, any and all right, title and interest in the real property located in the County of El Dorado, and described and depicted in **Attachment 1** attached hereto, and referred to therein as "City of South Lake Tahoe Proposed Parcel 3" ("Property") for public use. County further does hereby grant to the City a roadway

and utility easement as further depicted in **Attachment 1** attached hereto, and referred to therein as "Roadway and Utility Easement." The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted. In the event the Property is not used for public use as provided herein, title and interest to the Property shall revert to the County.

Executed this _____ day of _____, 202__.

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, from the County of El Dorado to the City of South Lake Tahoe ("City") is hereby accepted by the undersigned officer or agent on behalf of the City pursuant to the authority conferred by Resolution No. _____, adopted by the City Council on _____, and the grantee consents to the recordation of the Grant Deed on behalf of the City.

Dated: _____

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date (e.g. "Jane Doe, Notary Public") Name And Title Of Officer

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

CITY OF SOUTH LAKE TAHOE PROPOSED PARCEL 3
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said Point of Commencement, along the Easterly line of said Section 32, North 00°20'03" West a distance of 1321.81 feet;

Thence continuing along said Easterly Section Line, North 00°15'50" West a distance of 775.91 feet to a point situate on the southerly Right-of-Way line of U.S. 50;

Thence leaving said Section Line, along the aforementioned southerly Right-of-Way line, South 73°47'02" West a distance of 314.14 feet to the True Point of Beginning:

Thence from said **True Point of Beginning**, continuing along said southerly Right-of-Way line of U.S. Highway 50, South 73°47'02" West a distance of 210.75 feet to a point of curvature;

Thence continuing along said southerly Right-of-Way line, southerly and westerly 572.08 feet along the arc of a 990.00 foot radius tangent curve to the left through a central angle of 33°06'32";

Thence leaving said southerly Right-of-Way line, South 34°27'10" East a distance of 514.27 feet;

Thence South 88°31'49" East a distance of 141.66 feet;

Thence North 00°20'03" West a distance of 90.63 feet;

Thence North 89°49'56" East a distance of 489.99 feet;

Thence North 00°20'03" West a distance of 11.36 feet;

Thence North 00°15'50" West a distance of 140.28 feet;

Thence leaving said proposed westerly Right-of-Way line, North 89°54'15" West a distance of 245.35 feet;

Thence North 00°04'52" East a distance of 547.79 feet to the Point of Beginning and containing 9.112 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

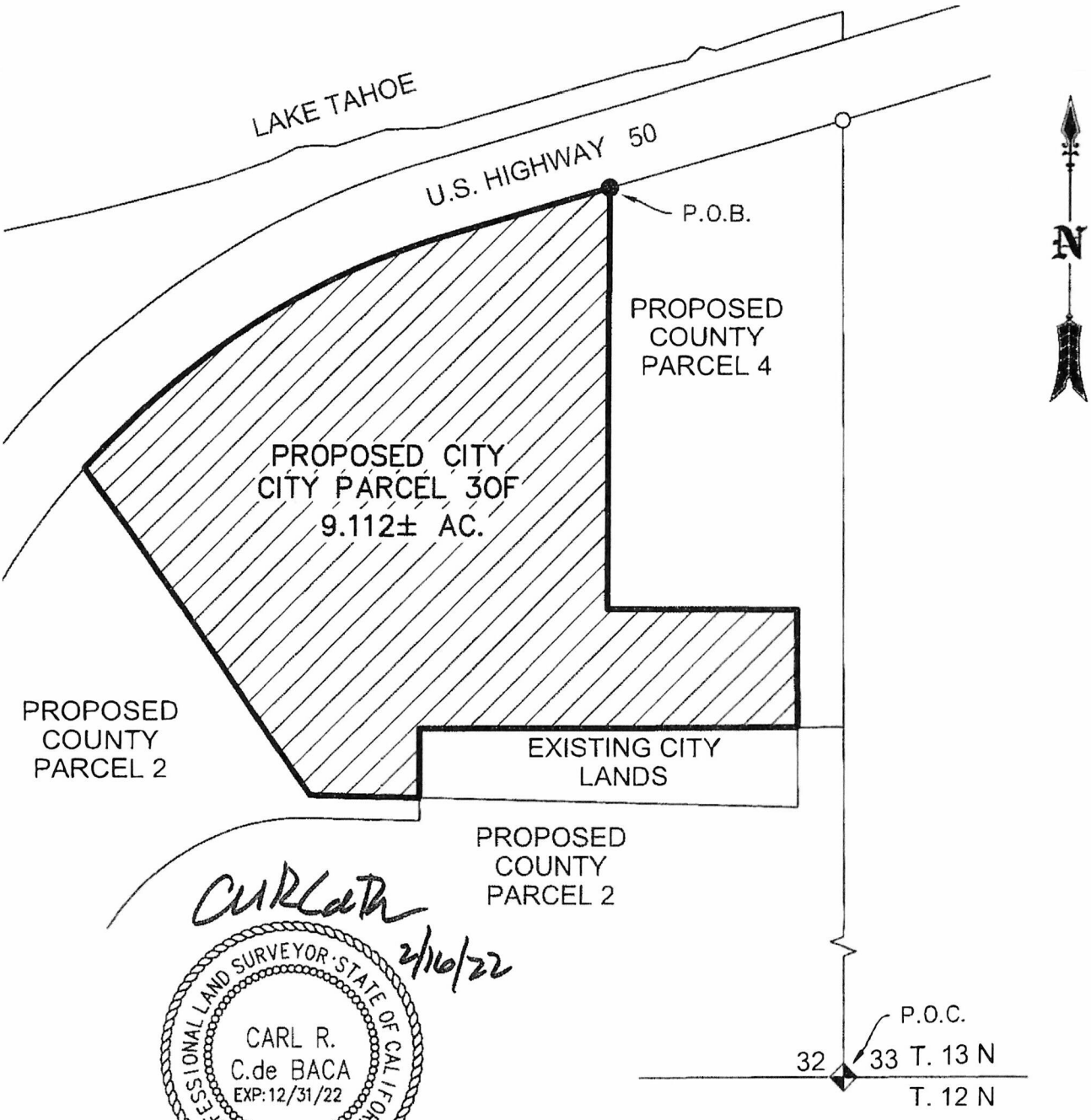
See Exhibit "G-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



CRCdeB 2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R. C.de BACA
EXP: 12/31/22
No.5854

LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ✦ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "G", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street Suite 200
Folsom CA 95630
Phone (916) 366-3040 Fax (916) 366-3303

EXHIBIT G-1
PLAT TO ACCOMPANY DESCRIPTION
PROPOSED CITY OF SOUTH LAKE TAHOE PARCEL 3
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 200'
Job No:	8195.001
Prepared by:	CRC

Exhibit C-9

EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE TRANSFER PARCEL
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said **Point of Commencement**, along the Easterly line of said Section 32, North 00°20'03" West a distance of 780.10 feet;

Thence leaving said Easterly Section Line, North 88°56'42" West a distance of 550.16 feet to the True Point of Beginning:

Thence, from said **True Point of Beginning,** North 88°56'42" West a distance of 86.73 feet;

Thence South 01°36'54" West a distance 311.27 feet;

Thence South 89°02'41" East a distance of 97.32 feet;

Thence North 00°20'03" West a distance of 311.18 feet to the Point of Beginning and containing

0.657 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

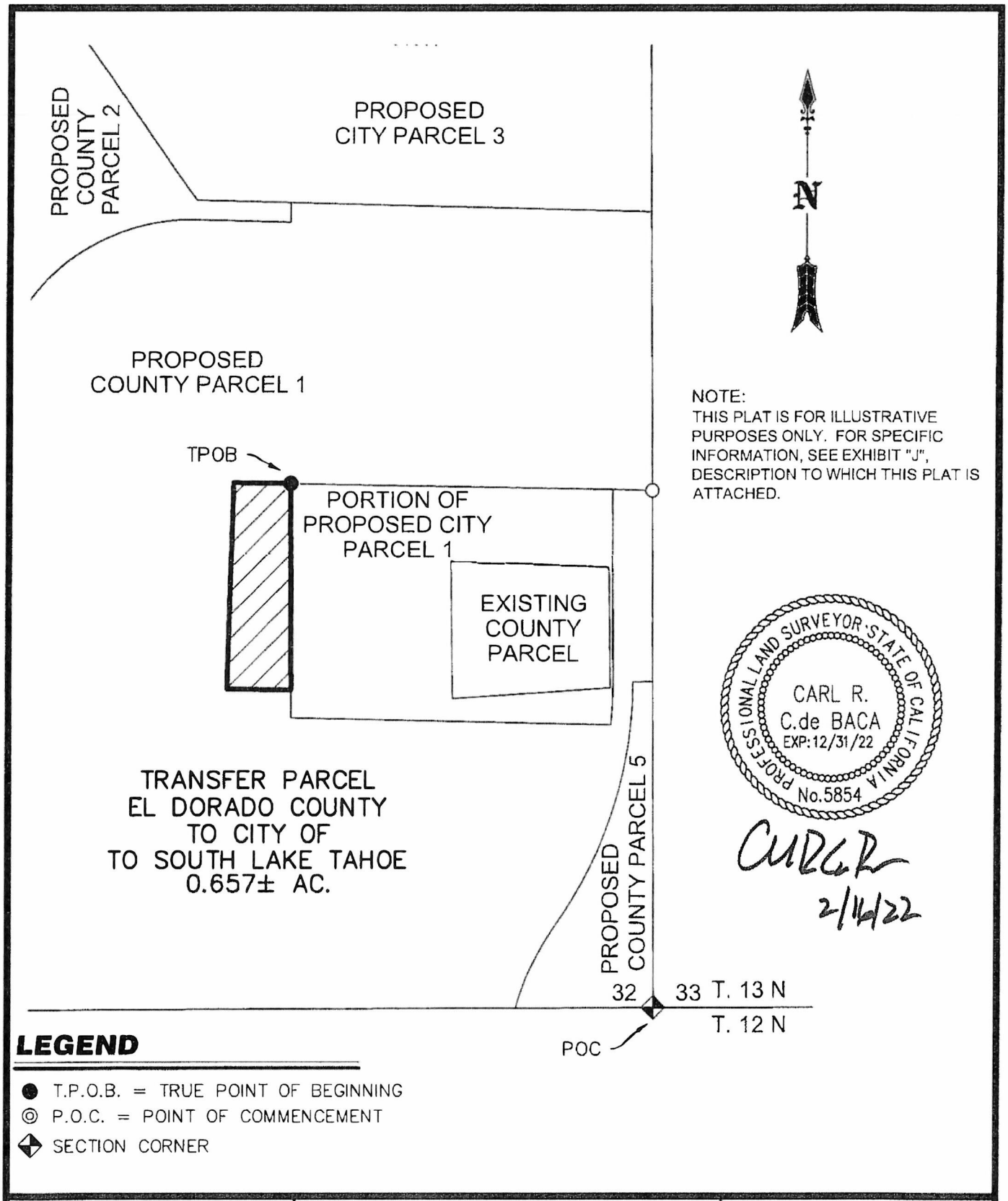
See Exhibit "J-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax (916) 366-3303

EXHIBIT J-1
PLAT TO ACCOMPANY DESCRIPTION
COUNTY TO CITY TRANSFER PARCEL
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 200'
Job No:	8195.001
Prepared by:	CRC
	Page 1 of 1

Exhibit C-11

LEGAL DESCRIPTION
ROADWAY & UTILITY EASEMENT

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Portion A – Future Rufus Allen Boulevard

A Right-of-Way for public roadway and utility purposes, being 60.00 feet in width, measured at right angles and / or radially and described as follows:

Beginning at a point situate on the Southerly Line of said Section 32, from which the Southeast Corner of said Section 32 bears North 89°47'59" East a distance of 179.49 feet;

Thence continuing along said Section Line, South 89°47'59" West a distance of 62.28 feet

Thence from said **Point of Beginning**, leaving said Section Line, along the westerly Right-of-Way line of said roadway, northerly 146.56 feet along the arc of a 410.00 foot radius non-tangent curve to the right, from a radial line which bears North 75°52'21" West, through a central angle of 20°28'52";

Thence continuing along westerly said roadway Right-of-Way, North 34°36'31" East a distance of 25.29 feet to a point of curvature;

Thence continuing along westerly said roadway Right-of-Way, northerly 359.82 feet along the arc of a 590.00 foot radius tangent curve to the left through a central angle of 34°56'34";

Thence continuing along westerly said roadway Right-of-Way, North 00°20'03" West a distance of 830.25 feet;

Thence continuing along westerly said roadway Right-of-Way, North 00°15'50" West a distance of 758.76 feet to a point situate on the southerly Right-of-Way line of U.S. Highway 50;

Thence leaving said westerly roadway Right-of-Way line, along the aforementioned southerly Right-of-Way line of U.S. Highway 50, North 73°47'02" East a distance of 62.40 feet to a point situate on the Easterly Line of said Section 32, also being the easterly Right-of-Way line of the aforesaid roadway;

Thence leaving said southerly Right-of-Way line of U.S. Highway 50 and proceeding along said Easterly Section Line and easterly roadway Right-of-Way line, South 00°15'50" East a distance of 775.91 feet;

Thence continuing along said Section Line and easterly roadway Right-of-Way line, South 00°20'03" East a distance of 830.18 feet to a point of curvature;

Thence leaving said Section line and continuing along said easterly roadway Right-of-Way line, southerly 396.41 feet along the arc of a 650.00 foot radius tangent curve to the right through a central angle of 34°56' 34";

Thence continuing along westerly said roadway Right-of-Way line, South 34°36'31" West a distance of 25.29 feet to a point of curvature;

Thence continuing along westerly said roadway Right-of-Way, 109.70 feet along the arc of a 350.00 foot radius tangent curve to the left through a central angle of 17°57'26" to the **Point of Beginning** and containing 2.93 acres of land, more or less.

Portion B – Future Unnamed Roadway

Commencing at the aforementioned Southeast Corner of said Section 32:

Thence from said Point of Commencement, along the Southerly Line of said Section 32, South 89°47'59" 1229.41 feet;

Thence, leaving said Section Line, along the aforementioned Easterly Right-of-Way line, North 00°02'00" East a distance of 726.29 feet to a point situate on the southerly line of a proposed 60.00 foot Right-of-Way as yet unnamed and being the True Point of Beginning;

Thence from said **True Point of Beginning**, leaving the aforementioned Easterly Right-of-Way line of U.S. Highway 50, and proceeding along the said southerly proposed unnamed Right-of-Way line, the following five (5) courses, distances and arcs:

1. South 88°44'16" East, 63.65 feet to a point of curvature;
2. Easterly and northerly 183.67 feet along the arc of a 150.00 foot radius tangent curve to left through a central angle of 70°09'20";
3. North 21°06'24" East, 188.34 feet to a point of curvature;
4. Easterly and northerly 325.44 feet along the arc of a 265.00 foot radius tangent curve to the right through a central angle of 70°21'47";
5. South 88°31'49" East, 633.79 feet to point situate on the proposed westerly Right-of-Way line of Rufus Allen Boulevard;

Thence leaving the aforementioned southerly Right-of-Way line of an unnamed roadway, along said proposed westerly Right-of-Way line of Rufus Allen Boulevard, North 00°20'03" West a distance of 60.03 feet;

Thence leaving said proposed westerly Right-of-Way line of Rufus Allen Boulevard and proceeding along the northerly Right-of-Way line of the aforementioned unnamed roadway the following five courses, distances and arcs:

1. North 88°31'49" East, 631.90 feet to a point of curvature;
2. Southerly and westerly 399.12 feet along the arc of a 325.00 foot radius tangent curve to left through a central angle of 70°21'47";
3. South 21°06'24" West, 188.34 feet to a point of curvature;
4. Southerly and westerly 110.20 feet along the arc of a 90.00 foot radius tangent curve to the right through a central angle of 70°09'20";
5. North 88°44'16" West, 64.94 feet to point situate on the aforementioned easterly Right-of-Way line of U.S. Highway 50;

Thence leaving the aforementioned unnamed northerly Right-of-Way line of an unnamed roadway; along the said easterly Right-of-Way line of U.S. Highway 50, South 00°02'00" East a distance of 60.01 feet to the Point of Beginning and containing 1.92 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

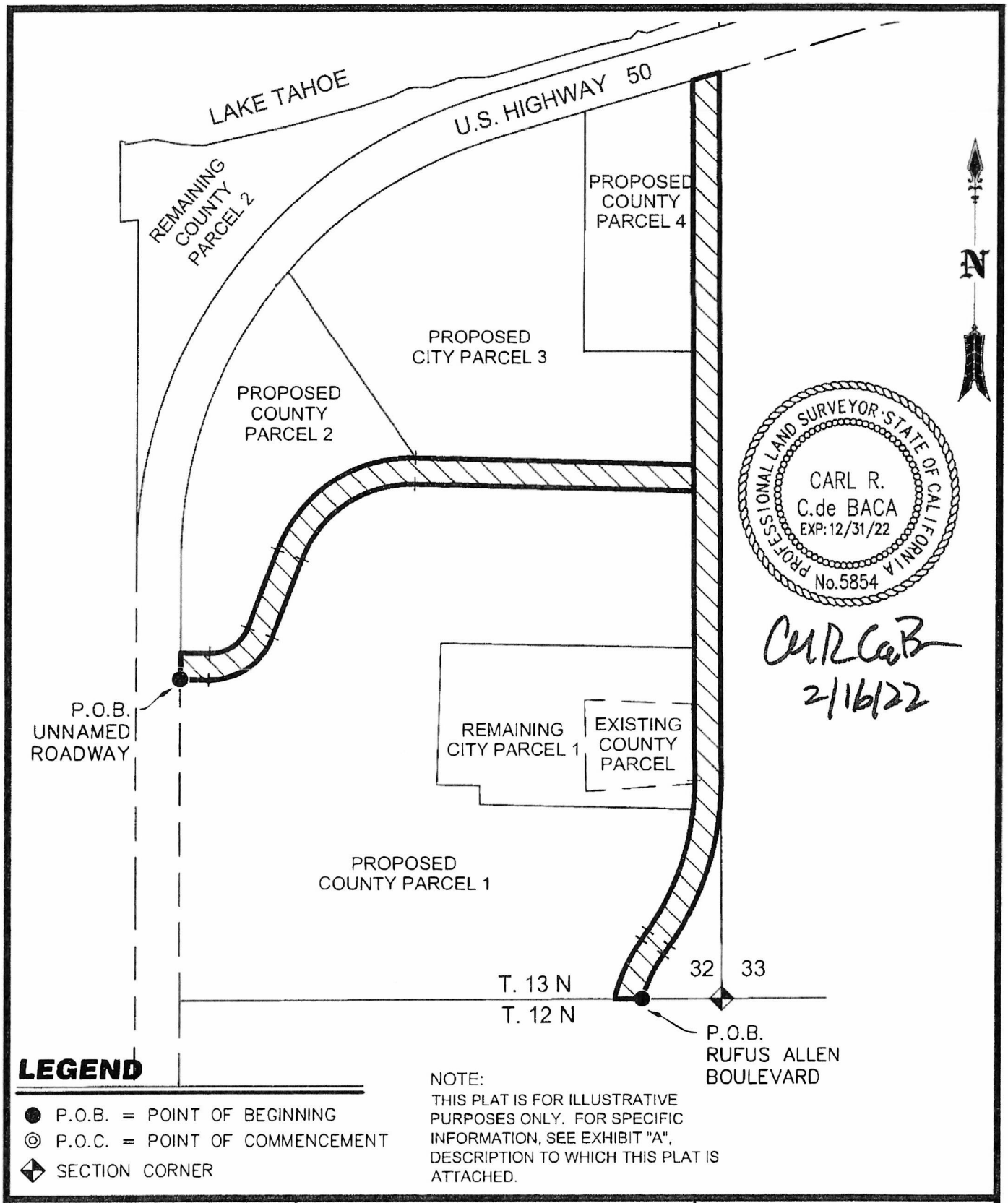
See Exhibit "A-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LiDAR
905 Sutter Street Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax (916) 366-3303

EXHIBIT A-1

PLAT TO ACCOMPANY DESCRIPTION
PROPOSED ROAD & UTILITY EASEMENT
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 300'
Job No:	8195.001
Prepared by:	CRC

Page 1 of 1

Exhibit C-15

EXHIBIT D

EXISTING RECREATION SITE GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

El Dorado County
_____
_____
Attention: _____

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(CITY OF SOUTH LAKE TAHOE TO EL DORADO COUNTY)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, City has agreed to grant to County an approximately 11.45 acre site for County governmental or recreational use, in exchange for County's grant to City of approximately 9.1 acres resulting in an approximately 10.2-acre site when combined with existing City parcel for the purpose of development and construction of a new Multi-Generational Center, civic center, and parking lot, and an easement over an approximately 4.8 acre site to be used as a right-of-way.

NOW THEREFORE, the City does hereby grant to the County, any and all right, title and interest in the real property located in El Dorado County, described in **Attachment 1** attached hereto, and referred to therein as "El Dorado County Proposed Parcel 5" and "City of South Lake Tahoe to El Dorado County Transfer Parcel" (collectively, the "Property"). The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall

be permitted. In the event the Property is not used for public use as provided herein, title and interest to the Property shall revert to the City.

Executed this _____ day of _____, 202__.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, from the City of South Lake Tahoe ("City") to El Dorado County ("County"), a political subdivision of the State of California, is hereby accepted by order of the County Board of Supervisors on _____, and the grantee consents to the recordation of the Grant Deed by its duly authorized officer on behalf of the County.

Dated: _____

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:

Kim Dawson
Clerk of the Board of Supervisors

By:
Deputy Clerk

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

JN8195.001
County Pcl 5.docx
2/10/2022

EL DORADO COUNTY PROPOSED PARCEL 5
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at the Southeast Corner of said Section 32:

Thence from said **Point of Beginning**, along the Southerly line of said Section 32, South 89°47'59" West a distance of 210.73 feet to a point of intersection with a non-tangent curve;

Thence leaving said Section line, northerly 128.15 feet along the arc of a 380.00 foot radius non-tangent curve to the right, from a radial line which bears North 74°42'50" West, through a central angle of 19°19'22";

Thence North 34°36'31" East a distance of 25.29 feet to a point of curvature;

Thence northerly 378.12 feet along the arc of a 620.00 foot radius tangent curve to the left through a central angle of 34°56'34";

Thence North 89°39'57" East a distance of 30.00 feet to a point situate on the Easterly line of said Section 32;

Thence along said Easterly Section Line, South 0°20'03" East a distance of 491.66 feet to the **Point of Beginning** and containing 1.105 acres of land, more or less.

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

See Exhibit "E-1", Plat to Accompany Description, attached hereto and made a part hereof.

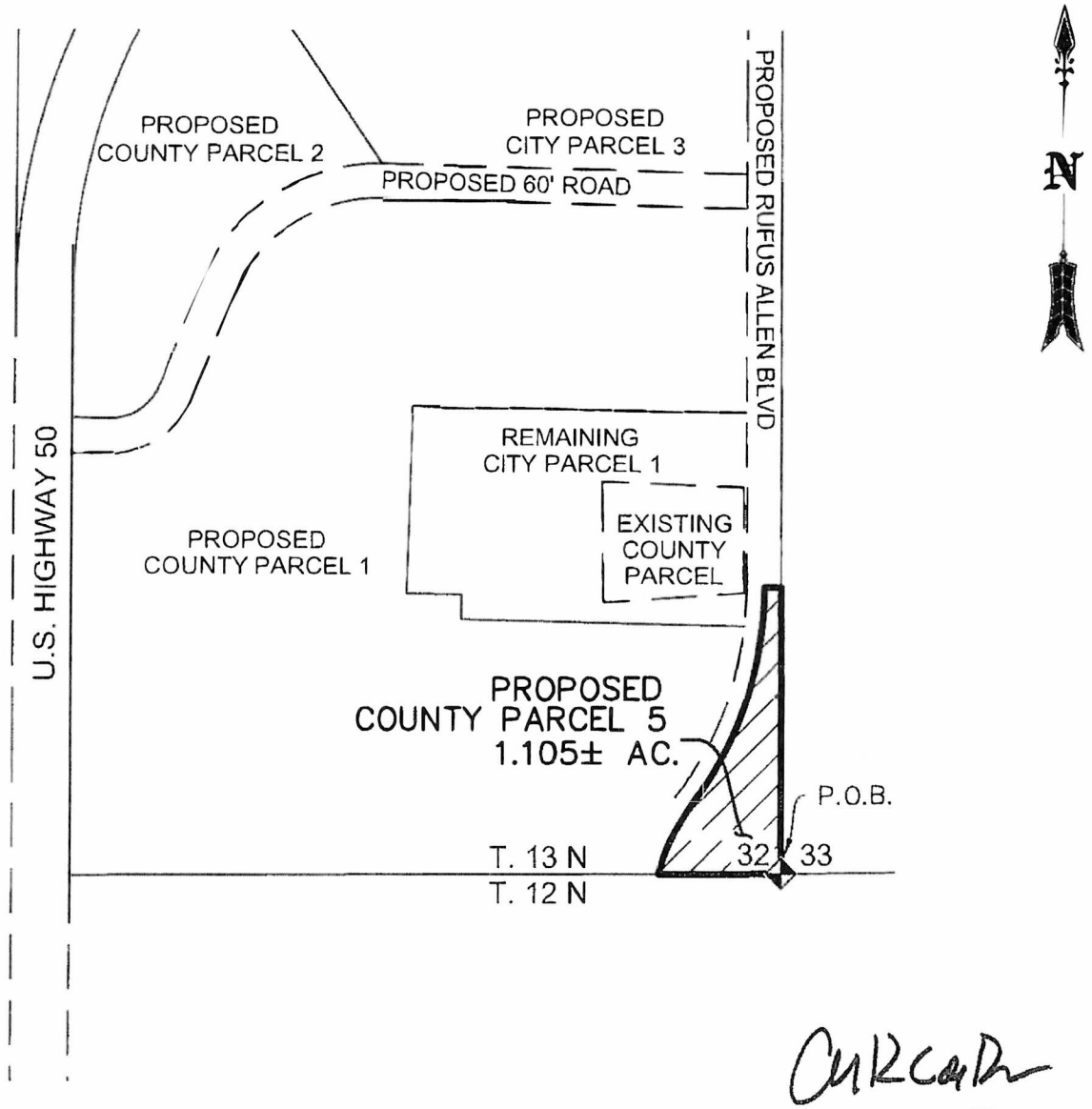
Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812

Exhibit D-7



2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R. C.de BACA
EXP: 12/31/22
No. 5854

LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "E", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LiDAR
905 Sutter Street, Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax (916) 366-3303

EXHIBIT E-1

PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 5
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 300'
Job No:	8195.001
Prepared by:	CRC

Exhibit D-8

CITY OF SOUTH LAKE TAHOE TO EL DORADO COUNTY TRANSFER PARCEL
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at a point situate on the Southerly Line of said Section 32, from which the Southeast Corner of said Section 32 bears North 89°47'59" East a distance of 210.73 feet;

Thence from said **Point of Beginning**, continuing along said Section Line, North 89°47'59" East a distance of 339.27 feet;

Thence leaving said Section Line, North 00°20'03" West a distance of 438.30;

Thence South 88°44'16" East a distance of 486.53 feet to a point of non-tangent curvature;

Thence from a radial line which bears South 83°56'49" East, northerly 65.77 feet along the arc of a 590.00 foot radius non-tangent curve to the left through a central angle of 06°23'14";

Thence North 00°20'03" West a distance of 289.90 feet;

Thence North 88°56'42" West a distance of 490.14 feet;

Thence North 00°20'03" West a distance of 427.86 feet;

Thence South 88°31'49" East a distance of 490.24 feet;

Thence North 00°20'03" West a distance of 104.64 feet;

Thence North 89°49'56" East a distance of 60.00 feet to a point situate on the Easterly Line of said Section 32;

Thence along said Easterly Section line, South 00°20'03" East a distance of 818.68 feet;

Thence leaving said Section line, South 89°39'57" West a distance of 30.00 feet to a point situate on a non-tangent curve;

Thence from a radial line which bears North 89°39'57" East, southerly 378.12 feet along the arc of 620.00 foot radius non-tangent curve to the right through a central angle of 34°56'34";

Thence South 34°36'31" West a distance of 25.29 feet to a point of curvature;

Thence southerly 128.15 feet along the arc of 380.00 foot radius tangent curve to the left through a central angle of 19°19'22" to the Point of Beginning and containing 10.354 acres of land, more or less.

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

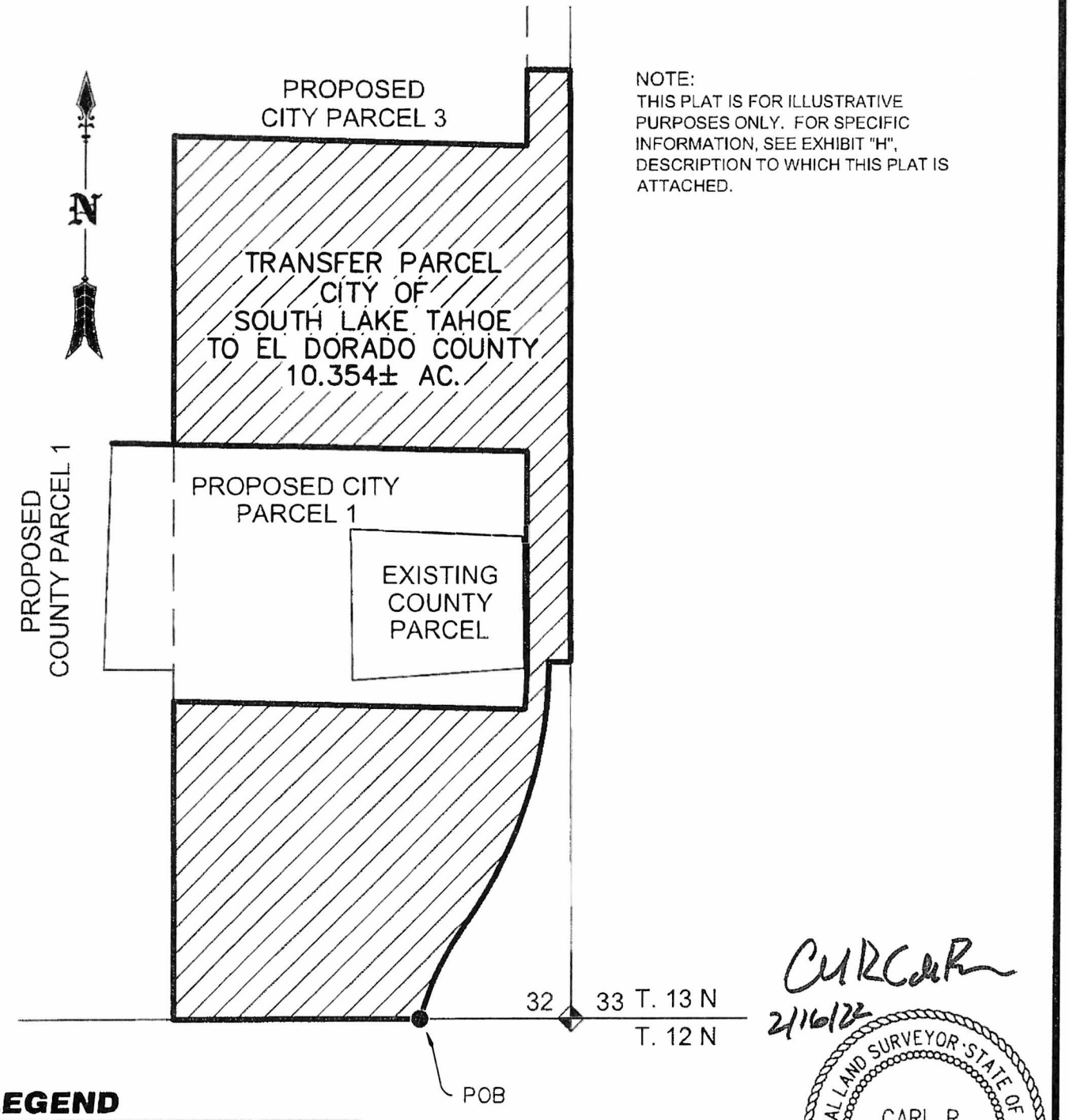
See Exhibit "H-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



R.E.Y. ENGINEERS, INC. Civil Engineers ! Land Surveyors ! LIDAR 905 Sutter Street, Suite 200 Folsom, CA 95630 Phone: (916) 366-3040 Fax (916) 366-3303	EXHIBIT H-1 PLAT TO ACCOMPANY DESCRIPTION CITY TO COUNTY TRANSFER PARCEL BEING A PORTION OF TRACT A OF 16 S 30 CITY OF SOUTH LAKE TAHOE EL DORADO COUNTY CALIFORNIA	Date: FEB 2022 Scale: 1" = 200' Job No: 8195.001 Prepared by: TMS / CRC Page 1 of 1

Exhibit D-11

EXHIBIT E

FORM OF VECTOR CONTROL PROPERTY GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City an approximately one-acre site for public use.

NOW THEREFORE, the County does hereby grant to City, any and all right, title and interest in the real property located in the County of El Dorado, designated as APN 026-050-003 as set forth in **Attachment 1** attached hereto ("Property") for public use. The Property shall be used for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted. In the event the Property is not used for public use as provided herein, title and interest to the Property shall revert to the County.

Executed this _____ day of _____, 202__.

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair, Board of Supervisors

ATTEST:

Kim Dawson
Clerk of the Board of Supervisors

By:

Deputy ClerkALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the interest in real property conveyed by Grant Deed dated _____, 202_____, from the County of El Dorado to the City of South Lake Tahoe ("City") is hereby accepted by the undersigned officer or agent on behalf of the City pursuant to the authority conferred by Resolution No. __, adopted by the City Council on _____, and the grantee consents to the recordation of the Grant Deed on behalf of the City.

Dated: _____, 202_____

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date
Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ATTACHMENT 1

DESCRIPTION OF THE PROPERTY

Assessor's Parcel Number 026-050-003

EXHIBIT F

FORM OF LEASE

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Exempt from Recording Fees
Per Government Code Section 27383

Space above this line for Recorder's use only.

GROUND LEASE

This GROUND LEASE (the "**Lease**"), dated as of _____ ("**Effective Date**"), is made and entered into by and between the City of South Lake Tahoe, a California municipal corporation ("**City**"), and El Dorado County, a political subdivision of the State of California ("**County**"). County and City may each be referred to as a "**Party**" or collectively as the "**Parties.**"

RECITALS

A. County and City have entered into various agreements over the last few decades to provide for the County's lease to City of certain property on a portion of the site known as the 56-Acre Property and the construction of various facilities on the leased property. The original Lease of Real Property between the County and City was dated July 1, 1968, and thereafter replaced with a new lease and series of amendments as follows: (1) Lease of Real Property between the County and City dated December 12, 1972; (2) Amendment to Lease of Real Property dated December 9, 1986; (3) Amendment to Lease of Real Property dated April 14, 1987; (5) Amendment to Lease of Real Property dated January 26, 2010; (4) Memorandum of Understanding Between the County of El Dorado and the City of South Lake Tahoe for the Construction of the El Dorado Beach Improvement Project in the South Lake Tahoe Recreational Area("**Beach Improvement MOU**");and (5) Amendment 1 to the Beach Improvement MOU dated April 17, 2014 " (collectively, the "**Original 56-Acre Agreements**"). In addition, the City and County entered into a Facility Use Agreement, dated February 15, 2012 for the County's use of a portion of the City's leased property (collectively, the "**Existing Use Agreement**").

B. The City has subleased certain portions of the Original County Property pursuant to the following lease agreements: (1) Lease Agreement between the City of South Lake Tahoe and the South Lake Chamber of Commerce dated April 4, 2006; and (2) a Lease Agreement between the City of South Lake Tahoe and the Tahoe Art League dated May 7, 2012 ("**Existing City Subleases**"). In addition, City has entered into a Sublease Agreement between the California Tahoe Emergency Services Operations Authority, dated February 11, 2020 ("**EMS Sublease**").

C. City and County have negotiated and entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ (the "**New 56-Acre Agreement**") to set forth the terms and conditions relating to (1) the amendment and restatement of the Original 56-Acre Agreements; (2) City and County transfers of certain City and County-owned property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan; and (4) County's use of certain portions of the 56-Acre Property.

D. In connection with consideration of the Master Plan and the New 56-Acre Agreement, the City completed review under the California Environmental Quality Act ("**CEQA**") and prepared a Mitigated Negative Declaration.

E. Pursuant to the terms of the New 56-Acre Agreement, County desires to ground lease the property described and depicted in Attachment 1 to this Lease ("**Leased Property**") to City, subject to the terms and conditions of this Lease. As set forth in Attachment 1, the Leased Property consists of: El Dorado County Proposed Parcel 1 except the EMS Property; El Dorado County Proposed Parcel 2; El Dorado County Remaining Parcel 2; and El Dorado County Proposed Parcel 5.

NOW, THEREFORE, with reference to these Recitals and on the terms and conditions contained in this Lease, City and County agree as follows:

ARTICLE I
LEASE OF PREMISES

1.1 Property. County leases to City, and City leases from County, the Leased Property. County and City acknowledge that all buildings and improvements currently located on the Leased Property constructed by City are and remain the sole property of City. City shall have no rights to subsurface minerals, petroleum, and other hydrocarbon substances, and County expressly reserves all of its rights to same.

1.2 Existing Recreation Center Site. City shall demolish the existing recreation center on the Leased Property upon the completion of the new Multi-Generational Center pursuant to the terms and conditions of the New 56-Acre Agreement.

1.3 As-Is Conveyance. City specifically acknowledges and agrees that County is leasing the Leased Property on an "as is with all faults" basis, condition and state of repair inclusive of all faults and defects, whether known or unknown, as may exist as of the Effective Date.

ARTICLE II
IMPROVEMENTS

2.1 Improvements. City shall have the sole authority over the development, operation and use of the Leased Property, and may determine, in its sole and absolute discretion, the type and nature of any and all improvements to be located on the Leased Property, subject to the use requirements in Section 5.1 below. The City authority described herein shall include the sole responsibility for the development, construction, operation and maintenance of all existing and

new improvements on the Leased Property. County and City staff shall work cooperatively in the development, construction, operation and maintenance of the Leased Property. All improvements shall be constructed in accordance with all applicable laws and regulations. In a manner consistent with the Master Plan, in developing the Leased Property, the City shall endeavor to adequately preserve all historically-significant buildings currently located on the Leased Property and to locate and design any new recreational or government facilities in a manner that is complementary to the historically-significant buildings as identified in the Master Plan.

2.2 Maintenance by City. Throughout the Term of this Lease, City shall have the duty to alter, rectify, correct, or replace any defective or dilapidated condition on the Leased Property at its sole cost and expense, including keeping and maintaining any and all existing and new facilities and improvements on the Leased Property in good order, condition and repair and in a safe and sanitary condition in compliance with all applicable laws in all material respects, and making all necessary repairs, including nonstructural and structural repairs, abatement, alterations, improvements, or additions to the Leased Property required to be made by law, statute, ordinance, order, or regulation now or hereafter made or issued by any federal, state, county, local, or other governmental agency or entity, except in the event of Loss or Damage pursuant to Article VII below. City specifically acknowledges and agrees that County does not have and shall not have any obligations with respect to the maintenance of the facilities and improvements on the Leased Property, except to the extent of County's negligent actions or omissions. City and County will meet and confer to address issues identified in a facility assessment study to be conducted by the County on the Leased Property.

2.3 Liens and Stop Notices. City shall keep the Leased Property free and clear of all stop notices, mechanics' liens and other liens on account of any improvements constructed by or for City. City shall indemnify and save County harmless against liability, loss, damages, costs, attorneys' fees, and all other expenses on account of claims of lien of laborers or materialmen or others for work performed or materials or supplies furnished to City or persons claiming under it. If a claim of a lien or stop notice is given or recorded affecting County's interest in the Leased Property, City shall within 30 days of notice of such recording or service: (a) pay and discharge the same; (b) effect the release thereof by recording and delivering to County a lien release bond in customary form and amount which results in the removal of such lien from the Leased Property; or (c) otherwise obtain or effect the release thereof.

2.4 Title to Improvements.

a. City shall have title to and ownership of any and all improvements and facilities constructed on the Leased Property by City under this Lease.

b. Upon the expiration or earlier termination of this Lease, City and County shall meet and confer to coordinate and agree to terms regarding the ownership and/or removal or replacement of the improvements and facilities located on the Leased Property.

ARTICLE III
TERM

3.1 Term. The term of this Lease shall be for fifty (50) years from the Effective Date (the "**Initial Term**"). The Lease shall be automatically extended on an annual basis up to a total of ninety-nine (99) years. The Initial Term in addition to any automatic extensions pursuant to this Section 3.1 shall be referred to as the "**Term.**"

ARTICLE IV
MONETARY PROVISIONS

4.1 Reserve Fund. City shall establish and maintain a reserve fund ("**Reserve Fund**") for the purpose of paying for the cost of repairs, replacements, renovations, or upgrades to the Leased Property ("**Replacement Expenditures**"). Commencing three months after the Effective Date, and quarterly thereafter, City shall set aside and deposit into the Reserve Fund an amount equal to (i) the fees generated from the campground on the Leased Property, and (ii) two percent (2%) of the total asset value of all of the facilities on the 56-Acre Property (excluding the ice arena) ("**Set-Aside Amount**"). All interest and earnings on the Reserve Fund shall be added to the Reserve Fund. If the Net Operating Profits, as defined in Section 4.2(a) below, are less than the Set-Aside Amount in any given year, neither City nor County are obligated to provide additional funds to the Reserve Fund. Replacement Expenditures shall include general repair and replacement, renovations and upgrades, and major capital improvement projects. Replacement Expenditures shall not include periodic, recurring, or routine maintenance that keep facilities in an ordinarily efficient operating condition. City shall provide County with an annual report no later than June 30 of each fiscal year documenting the annual Net Operating Profits, the balance of the Reserve Fund, and how the funds have been used and allocated to Replacement Expenditures. City and County shall meet at least once a year to review the Reserve Fund and discuss and prioritize projects to be funded, including without limitation, an expenditure plan detailing the amount and purpose of Replacement Expenditures for the upcoming year, and any changes as may reasonably be necessary to the Set-Aside Amount. The City will maintain and manage the Reserve Fund. In the event of early termination of this Lease pursuant to Section 9.4, City and County shall meet and confer to discuss the management and use of the Reserve Fund.

4.2 Rent. City shall pay to County during the Term the following amounts ("**Rent**"):

a. Net Operating Profits. City shall pay County an amount equal to 50 percent (50%) of the Net Operating Profits that remain after the City funds the Reserve Fund as set forth in Section 4.1(a) above. Net Operating Profits shall be calculated as the amount received by the City from all revenues generated from any source for use and rent of the 56-Acre Property, excluding the ice arena, but including without limitation, campground, facilities at Lakeview Commons, existing and new facilities, activities or special events (including outdoor camps or other programs) associated with existing and new facilities, minus all City costs to operate, maintain and refurbish such facilities, including all staff costs, operating expenses, and any taxes or assessments paid (excluding campground capital improvement expenses funded by special campground infrastructure fees). Payments shall be made quarterly with the first payment due three months after the Effective Date. City shall deliver to County a reasonably

detailed accounting of the Net Operating Profits with every quarterly payment made under this subsection (a), together with copies of such information as County may reasonably request. City shall maintain accurate books and records regarding City's profits and costs and expenses; and County shall have the right from time to time to inspect such books and records during normal business hours.

b. Additional Rent. Beginning the later of (i) 30 years after the Effective Date, or (ii) upon the full retirement or payment of any City-issued original debt to fund the development and construction of a New Multi-Generational Center, City shall pay the Additional Rent Payment (as defined below) to County on an annual basis. If the Additional Rent Payment becomes due under subsection (i) above, the first Additional Rent Payment shall be due on or before the 31st anniversary date of the Effective Date. If the Additional Rent Payment becomes due under subsection (ii) above, the first Additional Rent Payment shall be due on or before the next anniversary of the Effective Date after the full retirement or payment of City-issued original debt and shall be pro-rated based on the percentage of the year remaining after such repayment. Thereafter, the Additional Rent Payment shall be paid annually on or before the anniversary date of the Effective Date. The Additional Rent Payment is equal to $200,000, adjusted based on the annual change in the Consumer Price Index, All Items, West Region, published by the United States Bureau of Statistics. The Consumer Price Index adjustment for the Additional Rent Payment will commence upon the Effective Date and continue annually for the Term of this Lease. Should said index either cease to exist or be modified so that it no longer performs its prior function, the Parties will meet and confer in order to determine a replacement index that most closely approximates said index.

4.3 Use of Rent Proceeds. The County agrees to spend all Rent received on County infrastructure and services in the Tahoe Basin area of El Dorado County, including, but not limited to, roads, trails, facilities, and utilities. County shall create a restricted fund for all Rent for tracking purposes. County shall provide City with an annual report no later than June 30 of each fiscal year documenting the Rent received, the balance of the restricted fund account, and how the funds have been used and allocated. City and County shall discuss the use of Rent as provided herein at the annual coordination meeting on use of the Reserve Fund. County has sole discretion to determine the use and allocation of the Rent but will consider the City's input on the infrastructure and services that will be funded by the Rent proceeds.

4.4 Property Taxes and Assessments. At all times during the Term, City agrees to pay in a timely manner all taxes, assessments, fees, and charges that at any time during the Term may be levied or charged by the federal government, the state or any other tax or assessment levying body on any activity carried on under this Lease, any interest in this Lease, any possessory right that City may have in or to the Leased Property, or that is levied and assessed against the land that comprises the Leased Property and all improvements on the Leased Property. City, at no cost to County, reasonably may contest the legal validity or amount of any such taxes, assessments, or charges for which City is responsible, and institute such proceedings as City considers necessary.

4.5 Utilities. City, at its cost, shall be responsible for arranging for all utilities to be provided to the Property that are required for City's use. Each Party shall be responsible for paying all charges for its use of water, gas, electricity, telephone, sewage, refuse, and any other

utilities or materials used or consumed on the Property directly to the party providing such utilities or services.

ARTICLE V
USE OF THE PREMISES

5.1 Use. The City shall develop, operate and maintain the Leased Property for recreation and government facilities, with primary emphasis on recreation, to serve the residents and visitors of South Lake Tahoe and El Dorado County. In the event City desires to use the Leased Property for any use other than set forth in this Section 5.1, City may submit a written request for a use exception to the County. County shall consider such request in its reasonable discretion and respond in writing to City within 30 days of receipt of the request.

5.2 County Use of Senior Center Facility. Upon the completion of the New Multi-Generational Center, County, at its option, may elect to continue providing older adult programs at the existing Senior Center facility. In the event County exercises this option, City and County shall meet and confer to coordinate and agree to terms regarding County's continued use of the existing Senior Center facility.

5.3 County Resident Use. The City shall allow residents of El Dorado County that do not reside within the City limits to use existing and new recreation facilities on the Property under the same policies and fee schedule applicable to City residents.

5.4 Compliance with Laws. City shall, at City's sole cost, promptly comply with all federal, state and local laws, ordinances and regulations ("**Laws**"), including Laws regarding Hazardous Materials as defined below, and with the requirements of any governmental authority having jurisdiction over the Leased Property, relating to or affecting the Leased Property or the development, condition, or use of the Leased Property, including the obligation to make improvements, repairs, and alterations required by such Laws, regardless of the cost thereof, at what point in time during the Term compliance is required, and whether such compliance was foreseen or unforeseen. "**Hazardous Materials**" means any substance, material, or waste which is or becomes regulated by any local governmental authority, the State of California, or the United States Government, including any material or substance which is: (i) defined as a "hazardous waste," "extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law); (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act); (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory); (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances); (v) petroleum; (vi) friable asbestos; (vii) polychlorinated biphenyls; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20; (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource

Conservation and Recovery Act, 42 U.S.C. §6901, *et seq.* (42 U.S.C. §6903); or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §9601, *et seq.*, as the foregoing statutes and regulations now exist or may hereafter be amended.

ARTICLE VI
INSURANCE

6.1 Insurance Required of City. During the Term, City shall provide, at its cost and expense, the following forms and amounts of insurance with respect to the Leased Property or such equivalent amounts through an insurance pool. Such insurance shall be primary to and not contributing with any other insurance, self-insurance, or joint self-insurance maintained by the County, shall name the County and its officers, officials and employees as additional insureds, and shall include, but not be limited to:

a. Fire and Extended Coverage Insurance in All Risk form, with vandalism and malicious mischief endorsements, covering the Property and the improvements against loss or damage in an amount equal to not less than 100% of the replacement cost of the improvements.

b. Broad Form Commercial General Liability Insurance protecting City against claims for bodily injury, personal injury and property damage based upon, or arising out of, the ownership, use, occupancy or maintenance, directly or indirectly, of the Leased Property or improvements located thereon and all areas appurtenant thereto. Such insurance shall be written on an "occurrence" policy form providing single limit coverage in an initial amount of not less than $2,000,000 per occurrence and umbrella/excess liability insurance in not less than an initial amount of $5,000,000.

c. Auto Liability Insurance endorsed for all owned and non-owned vehicles in the initial amount of $2,000,000, combined single limit.

d. Worker's Compensation Insurance in an amount and form to meet all applicable requirements of the Labor Code of the State of California.

6.2 City's Consultants, Contractors and Subcontractors. City shall require its consultants, contractors and subcontractors to maintain in force and effect worker's compensation and such other employee, general liability and property insurance as is customary for similar construction projects. Other than worker's compensation insurance, County and its officers, officials and employees shall be named as additional insureds on all such insurance and City shall provide certificates of insurance confirming such additional insured status prior to commencement of any construction work.

ARTICLE VII
LOSS OR DAMAGE TO PROPERTY

7.1 General. No loss or damage by fire, earthquake, flood or any other cause resulting in either partial or total destruction of the improvements located on the Leased Property, including any fixtures, personal property, equipment or machinery used or intended to

be used in connection with the Leased Property shall operate to terminate this Lease or to relieve or discharge City from the payment of any Rent. City may, but is not required to, repair, reconstruct, and/or replace or cause to be repaired, reconstructed and/or replaced any improvements, including any fixtures or personal property used or intended to be used in connection with the Leased Property, in its sole discretion, provided that any insurance proceeds will be applied to the repair, reconstruction and/or replacement of the insured improvements.

7.2 Meet and Confer. In the event of partial or total destruction pursuant to Section 7.1 above, the Parties shall meet and confer to discuss the replacement of improvements and use of the Leased Property.

ARTICLE VIII
ASSIGNMENT

8.1 Assignment Provisions. The qualifications and identity of City are of particular concern to County and material considerations for entering into this Lease. City shall not mortgage, pledge, hypothecate, encumber, transfer, sublease, or assign City's interest in the Leased Property or any part or portion thereof (hereinafter collectively referred to as "Transfer") without the prior written consent of County, which consent may withhold in its reasonable discretion, except as provided herein. County hereby preapproves the Existing County Subleases and any subleases to other government entities and local community non-profits, which shall not require consent by County pursuant to this Section 8.1. In the event that County sells or transfer all or any portion of the Leased Property, it shall assign its rights and obligations under the Lease.

8.2 Notice of Assignment. City shall provide County with written notice of the proposed Transfer, together with a term sheet identifying the proposed assignee or subtenant, its use of the premises, the purchase price to be paid assignment of the Lease or rental rate for the sublease, at least ninety (90) days prior to the proposed effective date of the Transfer. County shall, no later than ninety (90) days after receipt of the information specified above, deliver written notice to City which shall indicate whether County give or withhold consent to the proposed Transfer. If consent is withheld, County shall set forth a detailed explanation of the basis for withholding consent. Should County consent to any Transfer, such consent and approval shall not constitute a waiver of any of the terms, conditions, covenants, restrictions or reservations of this Lease nor be construed as County's consent to any further Transfer. Any document regarding the Transfer of the Leased Property or any part thereof shall not be inconsistent with the provisions of this Lease and in the event of such inconsistency, the provisions of this Lease shall control.

ARTICLE IX
DEFAULT; REMEDIES; TERMINATION

9.1 Remedies. If City at any time shall be in default in the payment of Rent or any other monetary sum called for by this Lease, or if either Party at any time shall be in default in the keeping and performing of any of its other covenants or agreements in this Lease, the non-defaulting Party shall provide written notice thereof to the alleged defaulting Party specifying the particulars of such default ("**Notice of Default**"). If the non-payment of Rent continues for 30

days after City's receipt of Notice of Default or any other alleged default continues for 60 days after a Notice of Default, or if such other default is of a nature that curing the default will take more than 60 days and the alleged defaulting Party has failed to commence to cure the default within 60 days and diligently pursue completion of such cure, then such Party shall be in "**Default**" under this Lease.

9.2 Dispute Resolution. In the event of a Default, the Parties shall promptly meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, mediation may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

9.3 Institution of Legal Actions. In the event that dispute resolution does not resolve a Default, the non-defaulting Party may file a legal action to pursue specific performance or injunctive relief. Such legal actions must be instituted in the Superior Court of the County of El Dorado, State of California, or in the Federal District Court for the Eastern District of the State of California. Neither Party shall have the right to recover any consequential, punitive or special damages.

9.4 Termination. This Lease may be terminated by mutual consent of the Parties.

ARTICLE X
INDEMNITY

10.1 City's Indemnity. City shall indemnify, defend, protect and hold County and its officers, employees, agents and representatives, harmless from any and all liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs ("**Claims**") to the extent arising from or in connection with (a) any condition created in or about the Property during the Term; (b) any breach, violation, or nonperformance of any term, condition, covenant, or other obligation of City under this Lease; and (c) any liens or encumbrances on the Leased Property arising out of any work performed or materials furnished by or for City.

ARTICLE XI
MISCELLANEOUS PROVISIONS

11.1 Holding Over. If City shall hold over the Leased Property after the expiration of the Term with the consent of County, either express or implied, such holding over shall be construed to be a tenancy from month to month subject to all the covenants, conditions and obligations contained in this Lease. City hereby agrees to continue payment of all monetary sums (such as taxes, insurance, etc.) which are the City's obligation under this Lease.

11.2 Quiet Possession. County agrees that City, upon paying the Rent and performing the covenants and conditions of this Lease, shall quietly have, hold and enjoy the Leased Property throughout the Term. County warrants to City that as of the Effective Date there are no existing tenancies on the Property.

11.3 Annual Review. The Parties shall meet at least once a year to review the status of the terms of the Leased and to ensure adequate communication and to strengthen the relationship

between the Parties. Prior to the annual meeting date, each Party shall submit to the other Party a written update on its compliance with the terms and obligations of this Lease. As part of such written update, County shall provide City with an accounting pursuant to Section 4.2 above.

11.4 Mutual Cooperation. Each Party agrees to cooperate with the other to implement the terms and conditions of this Lease and, in that regard, shall execute any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this Lease.

11.5 Notices. Any notice to be given or other document to be delivered by either Party to the other hereunder shall be in writing and delivered to either Party personally or by depositing same in the United States mail, duly certified, with postage thereon fully prepaid and addressed to the Party for whom intended, as follows:

To City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joseph D. Irvin, City Manager

To County: El Dorado County
Chief Administrative Office
330 Fair Lane
Placerville, CA 95667
Don Ashton, County Chief Administrative Officer

Either Party hereto, from time to time by written notice to the other Party, may designate a different address which shall be substituted for the one above specified. Notices shall be effective when received. Any notice or other document sent by certified mail, as aforesaid, shall be deemed received 72 hours after the mailing thereof, as above provided.

11.6 Waiver. No waiver of any breach of any of the terms, covenants, agreement, restrictions or conditions of this Lease shall be construed as a waiver of any succeeding breach of the same or other covenants, agreements, restrictions and conditions hereof.

11.7 Binding. Subject to the restrictions set forth herein regarding assignment, each of the terms, covenants and conditions of this Lease shall extend to and be binding on and shall inure to the benefit of not only County and City but to each of their respective heirs, administrators, executors, successors and assigns.

11.8 No Joint Venture. The relationship of the Parties hereto is that of landlord and tenant, and it is expressly understood and agreed that County does not in any way or for any purpose become a partner of City or a joint venturer with City in the conduct of City's business or otherwise.

11.9 Interpretation. The titles to the paragraphs of this Lease are not a part of this Lease and shall have no effect upon the construction or interpretation of any part of the Lease.

11.10 Covenants and Conditions. Each term and each provision to be performed by City or County, as the case may be, shall be construed to be both a covenant and a condition of this Lease.

11.11 Non-liability of Officials and Employees. No member, official or employee of either Party shall be personally liable to the other Party, in the event of any Default or breach or for any amount which may become due, or on any obligations under the terms of this Lease. Each Party hereby waives and releases any claim it may have against the members, officials or employees of the other Party with respect to any Default or breach or for any amount which may become due under the terms of this Lease.

11.12 Full Knowledge of Signatories. Each Party represents and warrants to the other the following: they have carefully read this Lease, and in signing this Lease, they do so with full knowledge of any right which they may have; they have received independent legal advice from their respective legal counsel as to the matters set forth in this Lease; and, they have freely signed this Lease without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Lease.

11.13 Integration. This Lease, together with the exhibits incorporated by reference, constitutes the entire agreement between the Parties as to the ground lease of the Leased Property and there are no conditions, representations or agreements regarding the matters covered by this Lease which are not expressed herein.

11.14 Restatement. This Lease amends and restates the Original County Leases in their entirety. As of the date of execution, the Original County Leases are of no further force and effect.

11.15 Amendments. This Lease may only be amended in writing signed by the Parties.

11.16 Counterparts. This Lease may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This Lease shall be deemed executed when each Party notifies the other in writing that a counterpart has been signed by the notifying Party.

11.17 Contract Administrators. The County officer or employee with responsibility for administration of this Lease is Don Ashton, Chief Administrative Officer, or successor. The City officer or employee for responsibility for administration of this Lease is Joe Irvin, City Manager, or successor.

IN WITNESS WHEREOF, the Parties have executed this Lease as of the Effective Date.

CITY: CITY OF SOUTH LAKE TAHOE, a municipal corporation	COUNTY: EL DORADO COUNTY, a political subdivision of the State of California
By: _____	By: _____

Mayor

Chair, Board of County Supervisors

APPROVED AS TO FORM:

By: _____
Heather Stroud, City Attorney

ATTEST:

By: _____
Susan Blankenship, City Clerk

ATTACHMENT 1

LEGAL DESCRIPTION OF THE

PROPERTY

EL DORADO COUNTY PROPOSED PARCEL 1
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at the southwest corner of said Tract A, being a point situate on the Easterly Right-of-Way line of U.S. Highway 50 and from which the Southeast Corner of said Section 32 bears North 89°47'59" East a distance of 1229.41 feet;

Thence, from said **Point of Beginning**, along the aforementioned Easterly Right-of-Way line, North 00°02'00" East a distance of 756.30 feet;

Thence leaving the aforementioned Easterly Right-of-Way line of U.S. Highway 50, South 88°44'16" East, 64.30 feet to a point of curvature;

Thence easterly and northerly 146.93 feet along the arc of a 120.00 foot radius tangent curve to left through a central angle of 70°09'20";

Thence North 21°06'24" East, 188.34 feet to a point of curvature;

Thence easterly and northerly 362.28 feet along the arc of a 295.00 foot radius tangent curve to the right through a central angle of 70°21'47";

Thence South 88°31'49" East, 142.60 feet;

Thence North 0°20'03" West a distance of 30.01 feet;

Thence South 88°31'49" East a distance of 490.24 feet;

Thence North 00°20'03" West a distance of 104.62 feet;

Thence North 89°49'56' East a distance of 60.00 feet to a point situate on the Easterly line of said Section 32;

Thence along said easterly Section line, South 00°20'03" East a distance of 818.68 feet;

Thence leaving said Section line, South 89°39'57" West a distance of 30.00 feet to a point of non-tangent curvature;

Thence, southerly 378.12 feet along the arc of a 620.00 foot radius non-tangent curve to the right, from a radial line which bears North 89°39'57" East, through a central angle of 34°56'34";

Thence South 34°36'31" West a distance of 25.29 feet to a point of curvature;

Thence southerly 128.15 feet along the arc of a 380.00 foot radius tangent curve to the left through a central angle of 19°19'22" to a point on the southerly line of aforementioned Section 32;

Thence leaving the aforementioned proposed Right-of-Way and continuing along said southerly line of Section 32, South 89°47'59" West a distance of 1018.68 feet to the Point of Beginning.

EXCEPTING THEREFROM:

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said **Point of Commencement**, along the Easterly line of said Section 32, North 00°20'03" West a distance of 780.10 feet;

Thence leaving said Easterly Section Line, North 88°56'42" West a distance of 60.02 feet to a point situate on the proposed westerly Right-of-Way line of Rufus Allen Boulevard and being the True Point of Beginning:

Thence, from said **True Point of Beginning**, leaving the aforementioned proposed westerly Right-of-Way line, North 88°56'42" West a distance of 576.88 feet;

Thence South 01'36'54" West a distance of 311.27 feet;

Thence South 89°02'41" East a distance of 97.32 feet;

Thence South 00°20'03" East a distance 42.68 feet;

Thence North 88°44'16" East a distance of 486.53 feet to a point on a non-tangent curve situate on the aforementioned proposed westerly Right-of-Way line of Rufus Allen Boulevard;

Thence along the aforementioned proposed westerly Right of Way line, from a radial line which bears South 83°56'49" East, northerly 65.77 feet along the arc of a 590.00 foot radius non-tangent curve to the left through a central angle of 06°23'14";

Thence continuing along the aforementioned proposed Right of Way, North 00°20'03" West a distance of 289.90 feet to the Point of Beginning;

Containing 25.121 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

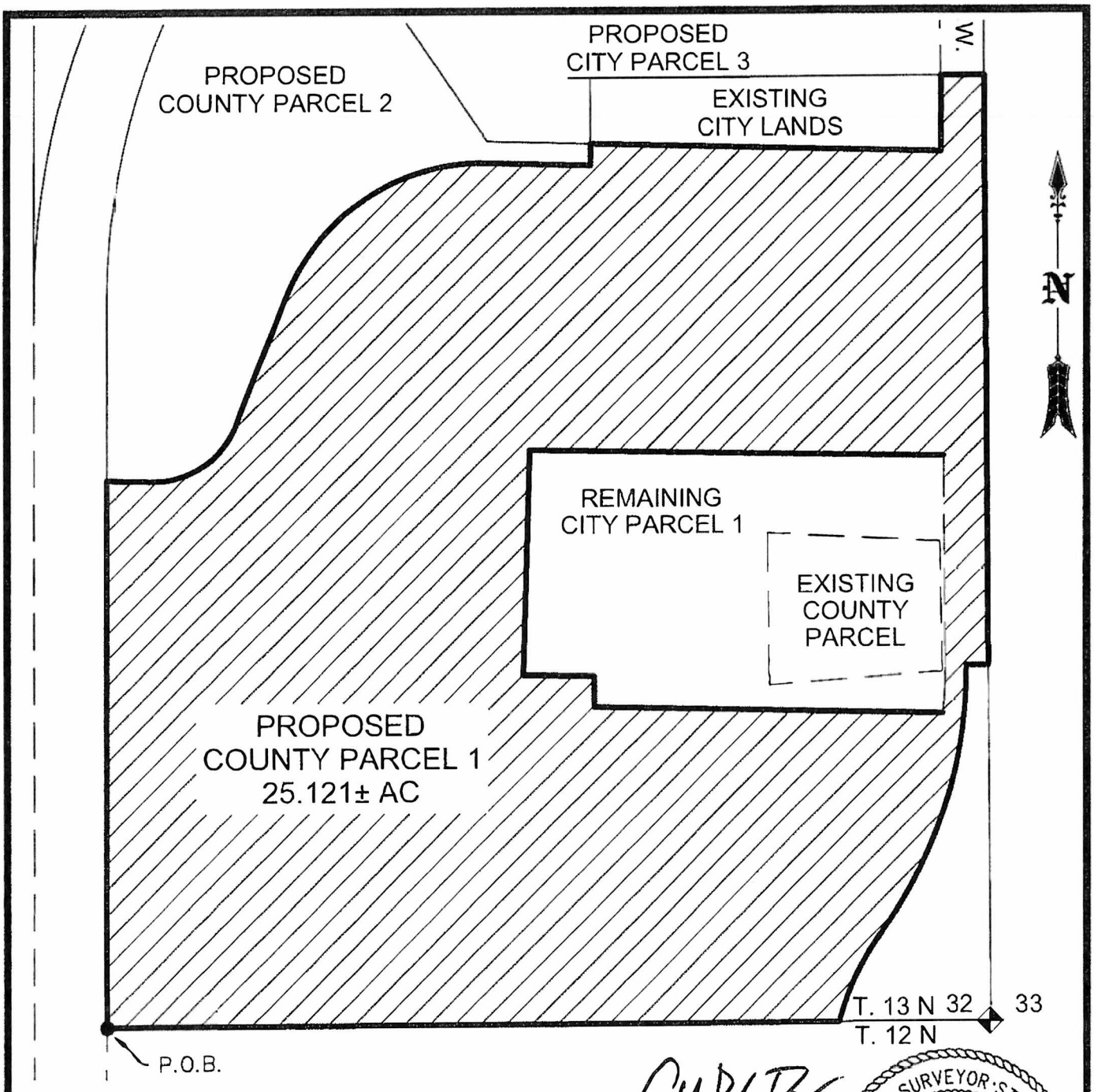
See Exhibit "A-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "A", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

CRdeB
2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R. C.de BACA
EXP: 12/31/22
No. 5854

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street Suite 200
Folsom CA 95630
Phone: (916) 366-3040 Fax: (916) 366-3303

EXHIBIT A-1

PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 1
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 200'
Job No:	8195.001
Prepared by:	CRC

Exhibit F-17

Excepting from El Dorado Proposed Parcel 1 that certain property on which the California Tahoe Emergency Services Operations Authority building and parking lot are located, as depicted below (the "EMS Property"):

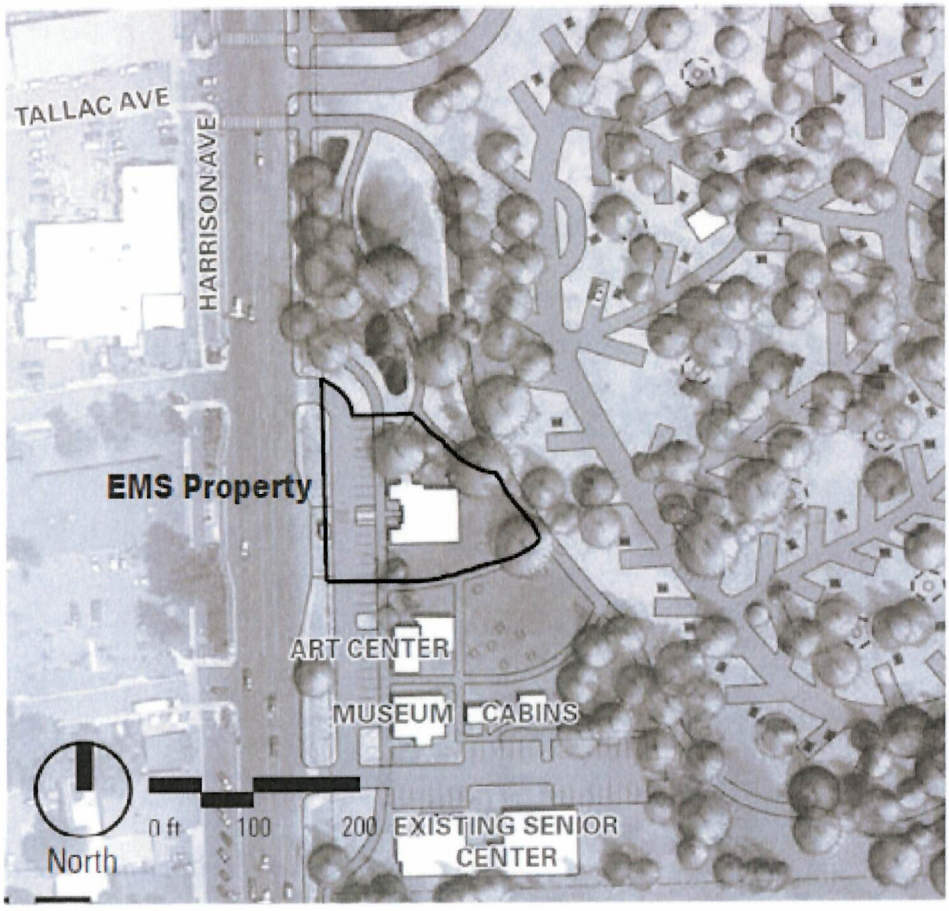


Exhibit F-18

EL DORADO COUNTY PROPOSED PARCEL 2
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said Point of Commencement, along the Southerly line of said Section 32, South 89°47'59" West a distance of 1229.41 feet to the Southwest Corner of said Tract A, being a point situate on the Easterly Right-of-Way line of U.S. Highway 50;

Thence, leaving said Section Line, along said Easterly Right-of-Way line, North 00°02'00" East a distance of 756.30 feet the True Point of Beginning:

Thence, from said **True Point of Beginning,** continuing along said Easterly Right-of-Way line, North 00°02'00" East a distance of 249.10 feet to a point of curvature;

Thence continuing along said Easterly Right-of-Way line, 702.23 feet along the arc of a 990.00 foot radius tangent curve to the right through a central angle of 40°38'28";

Thence leaving said Easterly Right-of-Way line, South 34°27'10" East a distance of 514.27 feet;

Thence South 88°31'49" East a distance of 141.65 feet;

Thence South 00°20'03" East a distance of 30.01 feet;

Thence North 88°31'49" West a distance of 142.60 feet to a point of curvature;

Thence westerly and southerly 362.28 feet along the arc of a 295.00 foot radius non-tangent curve to the left through a central angle of 70°21'47";

Thence South 21°06'24" West a distance of 188.34 feet to a point of curvature;

Thence westerly and southerly 146.93 feet along the arc of a 120.00 foot radius tangent curve to the right through a central angle of 70°09'20";

Thence North 88°44'16" West, 64.30 feet to the **Point of Beginning** and containing 5.602 acres of land, more or less.

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

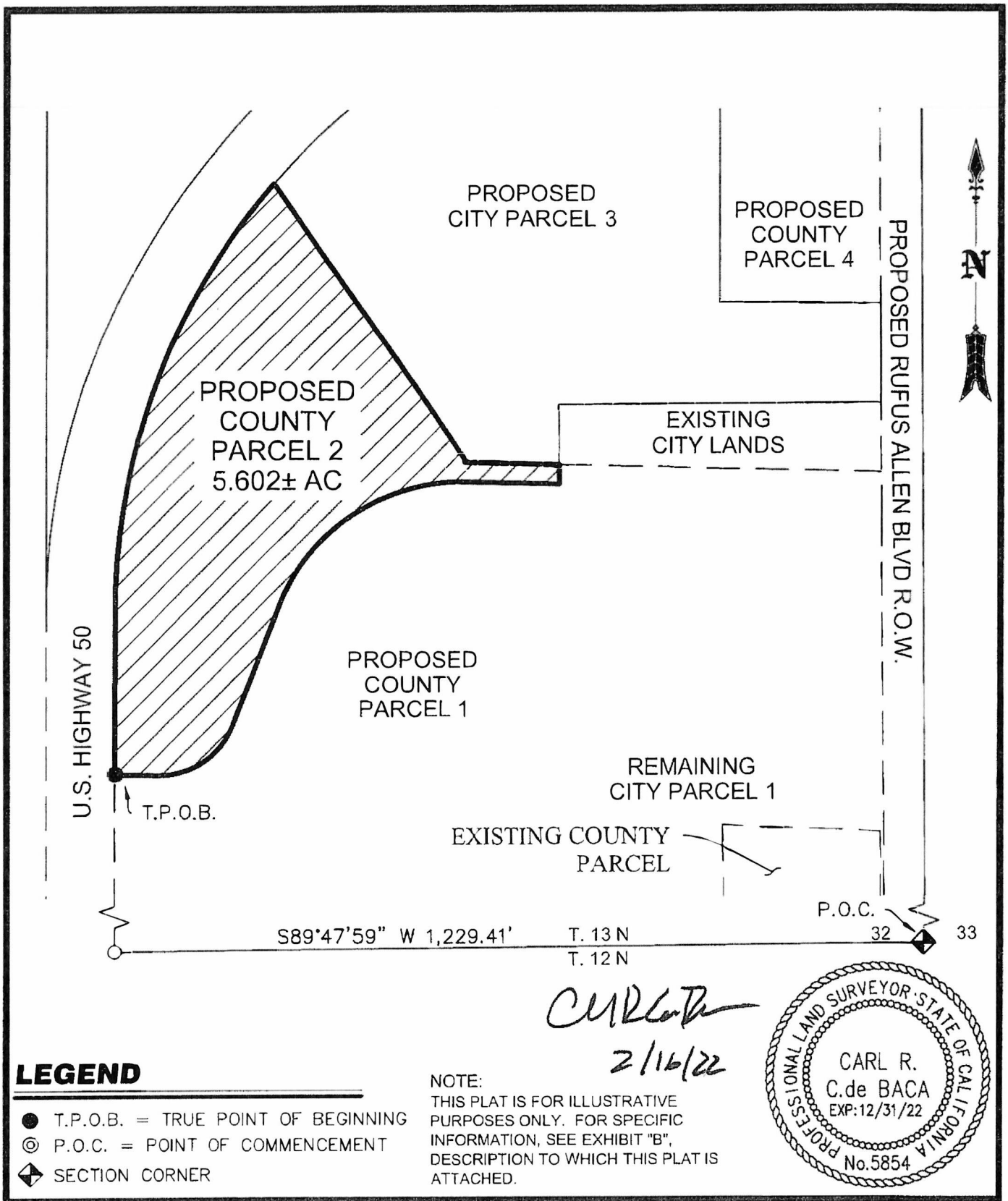
See Exhibit "B-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



2/16/22

PROFESSIONAL LAND SURVEYOR STATE OF CALIFORNIA
CARL R. C.de BACA
EXP:12/31/22
No.5854

LEGEND

- ● T.P.O.B. = TRUE POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "B", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street Suite 200
Folsom, CA 95630
Phone (916) 366-3040 Fax (916) 366-3303

EXHIBIT B-1

PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 2
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	JAN 2022
Scale:	1" = 200'
Job No:	8195.001
Prepared by:	TMS / DB

Exhibit F-21

JN8195.001
County Pcl 3.docx
1/7/2022

EL DORADO COUNTY REMAINING PARCEL 2
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract B as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

All that portion of said Tract B lying north of the northerly Right-of-Way line of U.S. Highway 50 and containing 4.75 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

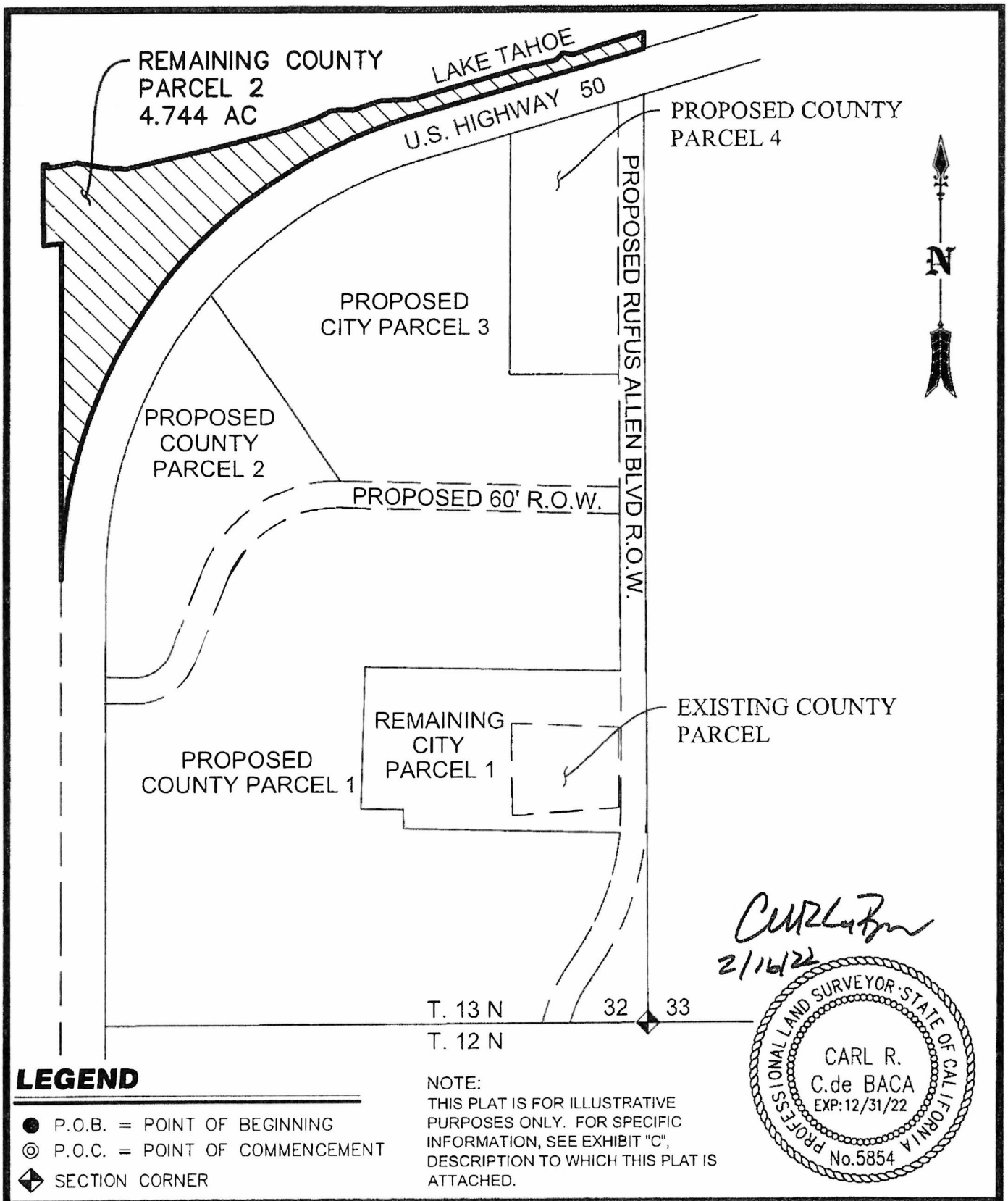
See Exhibit "C-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "C", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LiDAR
905 Sutter Street Suite 200
Folsom CA 95630
Phone (916) 366-3040 Fax (916) 366-3303

EXHIBIT C-1
PLAT TO ACCOMPANY DESCRIPTION
REMAINING EL DORADO COUNTY PARCEL 2
BEING TRACT B OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	JAN 2022
Scale:	1" = 300'
Job No:	8195.001
Prepared by:	CRC

Exhibit F-23

JN8195.001
County Pcl 5.docx
2/10/2022

EL DORADO COUNTY PROPOSED PARCEL 5
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at the Southeast Corner of said Section 32:

Thence from said **Point of Beginning**, along the Southerly line of said Section 32, South 89°47'59" West a distance of 210.73 feet to a point of intersection with a non-tangent curve;

Thence leaving said Section line, northerly 128.15 feet along the arc of a 380.00 foot radius non-tangent curve to the right, from a radial line which bears North 74°42'50" West, through a central angle of 19°19'22";

Thence North 34°36'31" East a distance of 25.29 feet to a point of curvature;

Thence northerly 378.12 feet along the arc of a 620.00 foot radius tangent curve to the left through a central angle of 34°56'34";

Thence North 89°39'57" East a distance of 30.00 feet to a point situate on the Easterly line of said Section 32;
Thence along said Easterly Section Line, South 0 20'03" East a distance of 491.66 feet to the **Point of Beginning** and containing 1.105 acres of land, more or less.

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

See Exhibit "E-1", Plat to Accompany Description, attached hereto and made a part hereof.

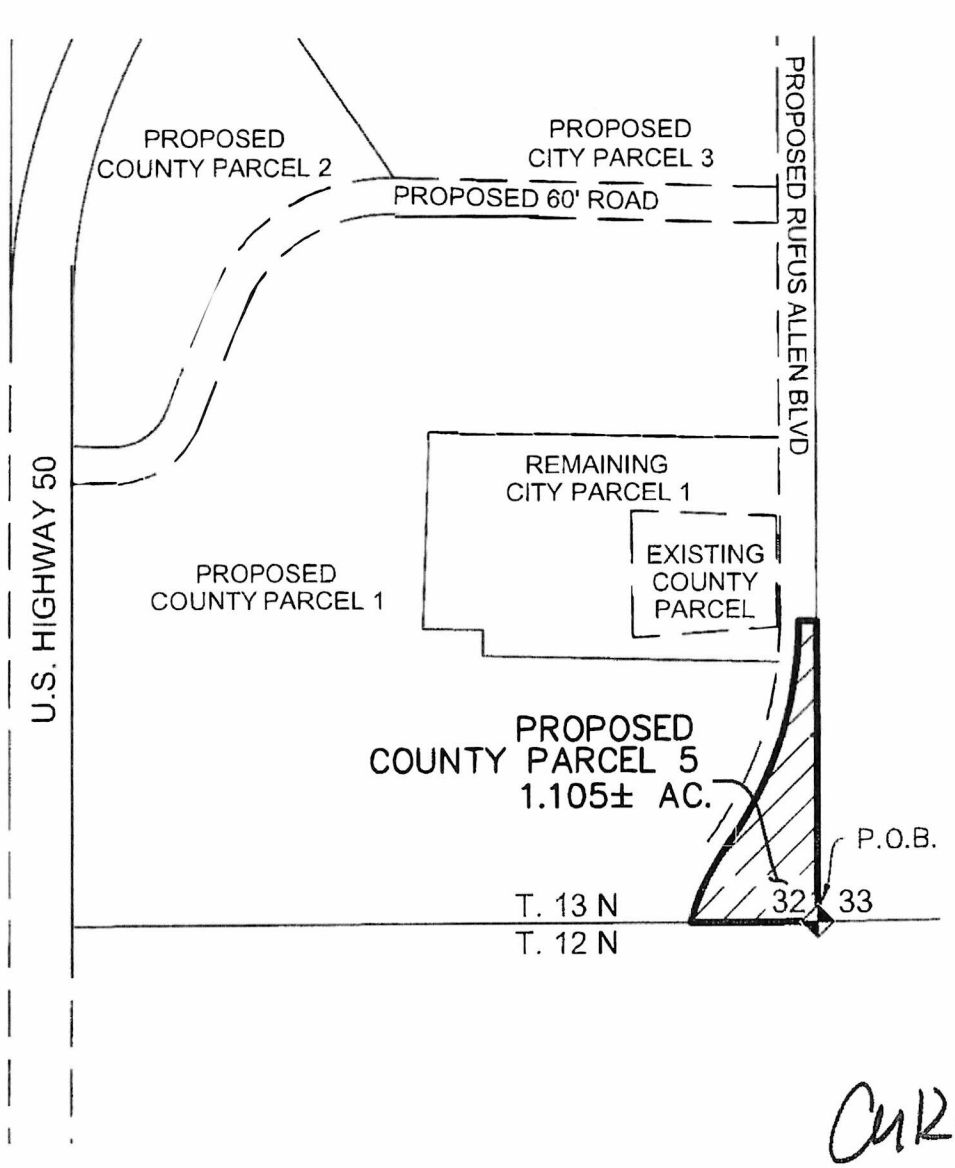
Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812

Exhibit F-24



2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R. C.de BACA
EXP:12/31/22
No.5854

LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "E", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street, Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax (916) 366-3303

EXHIBIT E-1

PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 5
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 300'
Job No:	8195.001
Prepared by:	CRC

Exhibit F-25

EXHIBIT G

FORM AMENDMENT TO GRANT DEED

Recorded at the Request of and
When Recorded Mail to:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Document Entitled to Free
Recordation Pursuant to
Government Code Section 27383
NO TAX DUE

AMENDMENT TO GRANT DEED
(EL DORADO COUNTY TO CITY OF SOUTH LAKE TAHOE)

WHERAS, the County of El Dorado granted and conveyed certain real property that consists of a portion of the property known as the 56-Acre Property to the City of South Lake Tahoe by Grant Deed dated April 17, 1973, and recorded in the Official Records of El Dorado County in Book 1189, at Page 88 ("Original Grant Deed"); and

WHEREAS, the Original Grant Deed includes a list of six restrictions that range from requiring the property granted therein to be used for certain public uses to a limit on the square footage of impervious surface on the property (the "Restrictions"); and

WHEREAS, the City of South Lake Tahoe, a municipal corporation ("City") and El Dorado County, a political subdivision of the State of California ("County") have entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated _____ to set forth the terms and conditions relating to among other things (1) the amendment and restatement of a series of prior agreements regarding the lease and development of certain real property located within the County and City referred to as the 56-Acre Property; (2) City and County transfers of certain City and County-owned property to effectuate development of the 56-Acre Property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with a City-approved Master Plan; and (4) County's use of certain portions of the 56-Acre Property (the "56-Acre Agreement"); and

WHEREAS, pursuant to the 56-Acre Agreement, County has agreed to transfer to City approximately 9.1 acres resulting in an approximately 10.2-acre site when combined with

existing City parcel for the purpose of development and construction of a new Multi-Generational Center, civic center, and parking lot, and an easement over an approximately 4.8 acre site to be used as a right-of-way, in exchange for the City's grant to County of an approximately 11.45 acre site for County governmental or recreational use.

NOW THEREFORE, the County and City hereby amend the Original Grant Deed to amend and restate the Restrictions with the following restriction: "That said real property shall be used solely and exclusively for public use. Private residential, commercial, or industrial uses shall not be permitted; provided, however, that commercial uses clearly subservient and accessory to a public use shall be permitted."

Executed this _____ day of _____, 202__.

CITY:

CITY OF SOUTH LAKE TAHOE, a municipal corporation

By:_____
Mayor

APPROVED AS TO FORM:

By:_____
Heather Stroud, City Attorney

ATTEST:

By:_____
Susan Blankenship, City Clerk

COUNTY:

EL DORADO COUNTY, a political subdivision of the State of California

By:_____
Chair of Board of County Supervisors

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date (e.g. "Jane Doe, Notary Public") Name And Title Of Officer

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF _____)

On _____, before me, _____
Date (e.g. "Jane Doe, Notary Public") Name And Title Of Officer

personally appeared _____
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

Electronically Recorded in Official Records
County of El Dorado
Janelle K. Horne
Recorder-Clerk

DOC# 2022-0034736

08/24/2022
01:04 PM

Titles: 1 Pages: 29

	Fees	$0.00
	Taxes	$0.00
GL	CA SB2 Fee	$0.00
	Total	$0.00

Recording Requested by:

CHICAGO TITLE COMPANY
COMMERCIAL DIVISION

When Recorded Mail to:

City of South Lake Tahoe
City Clerk's Office
1901 Lisa Maloff Way, Suite 206
South Lake Tahoe, CA 96150

THIS SPACE FOR RECORDER USE ONLY

GROUND LEASE

DOCUMENT TITLE

The undersigned declares the document to which this page is affixed and made a part of is exempt from the fee imposed by the Building Homes & Jobs Act (SB 2):

☐ Exempt under Government Code 27388.1 (a)(1):

- ☐ Maximum $225.00 fee per transaction reached.
- ☐ Not related to real property.

☐ Exempt under Government Code 27388.1 (a)(2), Recorded in connection with a transfer:

- ☐ Subject to the imposition of documentary transfer tax.
- ☐ Of real property that is a residential dwelling to an owner-occupier.

☑ Exempt from the fee per GC 27388.1(a)(2)(D); RECORDING FEE EXEMPT UNDER GC 27383

DAB

Signature

7/19/22

Date

Recording Fees Apply

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joe Irvin, City Manager

Exempt from Recording Fees
Per Government Code Section 27383

Space above this line for Recorder's use only.

LIENED TO FULL VALUE
EXEMPT UNDER REVENUE AND TAXATION
CODE R&T 11922

GROUND LEASE

This GROUND LEASE (the "**Lease**"), dated as of 6/13/2022 ("**Effective Date**"), is made and entered into by and between the City of South Lake Tahoe, a California municipal corporation ("**City**"), and El Dorado County, a political subdivision of the State of California ("**County**"). County and City may each be referred to as a "**Party**" or collectively as the "**Parties.**"

RECITALS

A. County and City have entered into various agreements over the last few decades to provide for the County's lease to City of certain property on a portion of the site known as the 56-Acre Property and the construction of various facilities on the leased property. The original Lease of Real Property between the County and City was dated July 1, 1968, and thereafter replaced with a new lease and series of amendments as follows: (1) Lease of Real Property between the County and City dated December 12, 1972; (2) Amendment to Lease of Real Property dated December 9, 1986; (3) Amendment to Lease of Real Property dated April 14, 1987; (5) Amendment to Lease of Real Property dated January 26, 2010; (4) Memorandum of Understanding Between the County of El Dorado and the City of South Lake Tahoe for the Construction of the El Dorado Beach Improvement Project in the South Lake Tahoe Recreational Area("**Beach Improvement MOU**");and (5) Amendment 1 to the Beach Improvement MOU dated April 17, 2014 " (collectively, the "**Original 56-Acre Agreements**"). In addition, the City and County entered into a Facility Use Agreement, dated February 15, 2012 for the County's use of a portion of the City's leased property (collectively, the "**Existing Use Agreement**").

B. The City has subleased certain portions of the Original County Property pursuant to the following lease agreements: (1) Lease Agreement between the City of South Lake Tahoe and the South Lake Chamber of Commerce dated April 4, 2006; and (2) a Lease Agreement between the City of South Lake Tahoe and the Tahoe Art League dated May 7, 2012 ("**Existing City Subleases**"). In addition, City has entered into a Sublease Agreement between the California Tahoe Emergency Services Operations Authority, dated February 11, 2020 ("**EMS Sublease**").

SEE ATTACHED EXHIBIT B, C, AND E

FSTPCTO2200733-JM

C. City and County have negotiated and entered into that certain Agreement for Development, Operation and Maintenance of the 56-Acre Property dated February 22, 2022 (the "**New 56-Acre Agreement**") to set forth the terms and conditions relating to (1) the amendment and restatement of the Original 56-Acre Agreements; (2) City and County transfers of certain City and County-owned property; (3) the lease of certain property to City for City's ongoing development and use of the 56-Acre Property in accordance with the Master Plan; and (4) County's use of certain portions of the 56-Acre Property.

D. In connection with consideration of the Master Plan and the New 56-Acre Agreement, the City completed review under the California Environmental Quality Act ("**CEQA**") and prepared a Mitigated Negative Declaration.

E. Pursuant to the terms of the New 56-Acre Agreement, County desires to ground lease the property described and depicted in Attachment 1 to this Lease ("**Leased Property**") to City, subject to the terms and conditions of this Lease. As set forth in Attachment 1, the Leased Property consists of: El Dorado County Proposed Parcel 1 except the EMS Property; El Dorado County Proposed Parcel 2; El Dorado County Remaining Parcel 2; and El Dorado County Proposed Parcel 5.

NOW, THEREFORE, with reference to these Recitals and on the terms and conditions contained in this Lease, City and County agree as follows:

ARTICLE I
LEASE OF PREMISES

1.1 Property. County leases to City, and City leases from County, the Leased Property. County and City acknowledge that all buildings and improvements currently located on the Leased Property constructed by City are and remain the sole property of City. City shall have no rights to subsurface minerals, petroleum, and other hydrocarbon substances, and County expressly reserves all of its rights to same.

1.2 Existing Recreation Center Site. City shall demolish the existing recreation center on the Leased Property upon the completion of the new Multi-Generational Center pursuant to the terms and conditions of the New 56-Acre Agreement.

1.3 As-Is Conveyance. City specifically acknowledges and agrees that County is leasing the Leased Property on an "as is with all faults" basis, condition and state of repair inclusive of all faults and defects, whether known or unknown, as may exist as of the Effective Date.

ARTICLE II
IMPROVEMENTS

2.1 Improvements. City shall have the sole authority over the development, operation and use of the Leased Property, and may determine, in its sole and absolute discretion, the type and nature of any and all improvements to be located on the Leased Property, subject to the use requirements in Section 5.1 below. The City authority described herein shall include the sole responsibility for the development, construction, operation and maintenance of all existing and

new improvements on the Leased Property. County and City staff shall work cooperatively in the development, construction, operation and maintenance of the Leased Property. All improvements shall be constructed in accordance with all applicable laws and regulations. In a manner consistent with the Master Plan, in developing the Leased Property, the City shall endeavor to adequately preserve all historically-significant buildings currently located on the Leased Property and to locate and design any new recreational or government facilities in a manner that is complementary to the historically-significant buildings as identified in the Master Plan.

2.2 Maintenance by City. Throughout the Term of this Lease, City shall have the duty to alter, rectify, correct, or replace any defective or dilapidated condition on the Leased Property at its sole cost and expense, including keeping and maintaining any and all existing and new facilities and improvements on the Leased Property in good order, condition and repair and in a safe and sanitary condition in compliance with all applicable laws in all material respects, and making all necessary repairs, including nonstructural and structural repairs, abatement, alterations, improvements, or additions to the Leased Property required to be made by law, statute, ordinance, order, or regulation now or hereafter made or issued by any federal, state, county, local, or other governmental agency or entity, except in the event of Loss or Damage pursuant to Article VII below. City specifically acknowledges and agrees that County does not have and shall not have any obligations with respect to the maintenance of the facilities and improvements on the Leased Property, except to the extent of County's negligent actions or omissions. City and County will meet and confer to address issues identified in a facility assessment study to be conducted by the County on the Leased Property.

2.3 Liens and Stop Notices. City shall keep the Leased Property free and clear of all stop notices, mechanics' liens and other liens on account of any improvements constructed by or for City. City shall indemnify and save County harmless against liability, loss, damages, costs, attorneys' fees, and all other expenses on account of claims of lien of laborers or materialmen or others for work performed or materials or supplies furnished to City or persons claiming under it. If a claim of a lien or stop notice is given or recorded affecting County's interest in the Leased Property, City shall within 30 days of notice of such recording or service: (a) pay and discharge the same; (b) effect the release thereof by recording and delivering to County a lien release bond in customary form and amount which results in the removal of such lien from the Leased Property; or (c) otherwise obtain or effect the release thereof.

2.4 Title to Improvements.

a. City shall have title to and ownership of any and all improvements and facilities constructed on the Leased Property by City under this Lease.

b. Upon the expiration or earlier termination of this Lease, City and County shall meet and confer to coordinate and agree to terms regarding the ownership and/or removal or replacement of the improvements and facilities located on the Leased Property.

ARTICLE III
TERM

3.1 Term. The term of this Lease shall be for fifty (50) years from the Effective Date (the "**Initial Term**"). The Lease shall be automatically extended on an annual basis up to a total of ninety-nine (99) years. The Initial Term in addition to any automatic extensions pursuant to this Section 3.1 shall be referred to as the "**Term**."

ARTICLE IV
MONETARY PROVISIONS

4.1 Reserve Fund. City shall establish and maintain a reserve fund ("**Reserve Fund**") for the purpose of paying for the cost of repairs, replacements, renovations, or upgrades to the Leased Property ("**Replacement Expenditures**"). Commencing three months after the Effective Date, and quarterly thereafter, City shall set aside and deposit into the Reserve Fund an amount equal to (i) the fees generated from the campground on the Leased Property, and (ii) two percent (2%) of the total asset value of all of the facilities on the 56-Acre Property (excluding the ice arena) ("**Set-Aside Amount**"). All interest and earnings on the Reserve Fund shall be added to the Reserve Fund. If the Net Operating Profits, as defined in Section 4.2(a) below, are less than the Set-Aside Amount in any given year, neither City nor County are obligated to provide additional funds to the Reserve Fund. Replacement Expenditures shall include general repair and replacement, renovations and upgrades, and major capital improvement projects. Replacement Expenditures shall not include periodic, recurring, or routine maintenance that keep facilities in an ordinarily efficient operating condition. City shall provide County with an annual report no later than June 30 of each fiscal year documenting the annual Net Operating Profits, the balance of the Reserve Fund, and how the funds have been used and allocated to Replacement Expenditures. City and County shall meet at least once a year to review the Reserve Fund and discuss and prioritize projects to be funded, including without limitation, an expenditure plan detailing the amount and purpose of Replacement Expenditures for the upcoming year, and any changes as may reasonably be necessary to the Set-Aside Amount. The City will maintain and manage the Reserve Fund. In the event of early termination of this Lease pursuant to Section 9.4, City and County shall meet and confer to discuss the management and use of the Reserve Fund.

4.2 Rent. City shall pay to County during the Term the following amounts ("**Rent**"):

a. Net Operating Profits. City shall pay County an amount equal to 50 percent (50%) of the Net Operating Profits that remain after the City funds the Reserve Fund as set forth in Section 4.1(a) above. Net Operating Profits shall be calculated as the amount received by the City from all revenues generated from any source for use and rent of the 56-Acre Property, excluding the ice arena, but including without limitation, campground, facilities at Lakeview Commons, existing and new facilities, activities or special events (including outdoor camps or other programs) associated with existing and new facilities, minus all City costs to operate, maintain and refurbish such facilities, including all staff costs, operating expenses, and any taxes or assessments paid (excluding campground capital improvement expenses funded by special campground infrastructure fees). Payments shall be made quarterly with the first payment due three months after the Effective Date. City shall deliver to County a reasonably

detailed accounting of the Net Operating Profits with every quarterly payment made under this subsection (a), together with copies of such information as County may reasonably request. City shall maintain accurate books and records regarding City's profits and costs and expenses; and County shall have the right from time to time to inspect such books and records during normal business hours.

b. Additional Rent. Beginning the later of (i) 30 years after the Effective Date, or (ii) upon the full retirement or payment of any City-issued original debt to fund the development and construction of a New Multi-Generational Center, City shall pay the Additional Rent Payment (as defined below) to County on an annual basis. If the Additional Rent Payment becomes due under subsection (i) above, the first Additional Rent Payment shall be due on or before the 31st anniversary date of the Effective Date. If the Additional Rent Payment becomes due under subsection (ii) above, the first Additional Rent Payment shall be due on or before the next anniversary of the Effective Date after the full retirement or payment of City-issued original debt and shall be pro-rated based on the percentage of the year remaining after such repayment. Thereafter, the Additional Rent Payment shall be paid annually on or before the anniversary date of the Effective Date. The Additional Rent Payment is equal to $200,000, adjusted based on the annual change in the Consumer Price Index, All Items, West Region, published by the United States Bureau of Statistics. The Consumer Price Index adjustment for the Additional Rent Payment will commence upon the Effective Date and continue annually for the Term of this Lease. Should said index either cease to exist or be modified so that it no longer performs its prior function, the Parties will meet and confer in order to determine a replacement index that most closely approximates said index.

4.3 Use of Rent Proceeds. The County agrees to spend all Rent received on County infrastructure and services in the Tahoe Basin area of El Dorado County, including, but not limited to, roads, trails, facilities, and utilities. County shall create a restricted fund for all Rent for tracking purposes. County shall provide City with an annual report no later than June 30 of each fiscal year documenting the Rent received, the balance of the restricted fund account, and how the funds have been used and allocated. City and County shall discuss the use of Rent as provided herein at the annual coordination meeting on use of the Reserve Fund. County has sole discretion to determine the use and allocation of the Rent but will consider the City's input on the infrastructure and services that will be funded by the Rent proceeds.

4.4 Property Taxes and Assessments. At all times during the Term, City agrees to pay in a timely manner all taxes, assessments, fees, and charges that at any time during the Term may be levied or charged by the federal government, the state or any other tax or assessment levying body on any activity carried on under this Lease, any interest in this Lease, any possessory right that City may have in or to the Leased Property, or that is levied and assessed against the land that comprises the Leased Property and all improvements on the Leased Property. City, at no cost to County, reasonably may contest the legal validity or amount of any such taxes, assessments, or charges for which City is responsible, and institute such proceedings as City considers necessary.

4.5 Utilities. City, at its cost, shall be responsible for arranging for all utilities to be provided to the Property that are required for City's use. Each Party shall be responsible for paying all charges for its use of water, gas, electricity, telephone, sewage, refuse, and any other

utilities or materials used or consumed on the Property directly to the party providing such utilities or services.

ARTICLE V
USE OF THE PREMISES

5.1 Use. The City shall develop, operate and maintain the Leased Property for recreation and government facilities, with primary emphasis on recreation, to serve the residents and visitors of South Lake Tahoe and El Dorado County. In the event City desires to use the Leased Property for any use other than set forth in this Section 5.1, City may submit a written request for a use exception to the County. County shall consider such request in its reasonable discretion and respond in writing to City within 30 days of receipt of the request.

5.2 County Use of Senior Center Facility. Upon the completion of the New Multi-Generational Center, County, at its option, may elect to continue providing older adult programs at the existing Senior Center facility. In the event County exercises this option, City and County shall meet and confer to coordinate and agree to terms regarding County's continued use of the existing Senior Center facility.

5.3 County Resident Use. The City shall allow residents of El Dorado County that do not reside within the City limits to use existing and new recreation facilities on the Property under the same policies and fee schedule applicable to City residents.

5.4 Compliance with Laws. City shall, at City's sole cost, promptly comply with all federal, state and local laws, ordinances and regulations ("**Laws**"), including Laws regarding Hazardous Materials as defined below, and with the requirements of any governmental authority having jurisdiction over the Leased Property, relating to or affecting the Leased Property or the development, condition, or use of the Leased Property, including the obligation to make improvements, repairs, and alterations required by such Laws, regardless of the cost thereof, at what point in time during the Term compliance is required, and whether such compliance was foreseen or unforeseen. "**Hazardous Materials**" means any substance, material, or waste which is or becomes regulated by any local governmental authority, the State of California, or the United States Government, including any material or substance which is: (i) defined as a "hazardous waste," "extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law); (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act); (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory); (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances); (v) petroleum; (vi) friable asbestos; (vii) polychlorinated biphenyls; (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20; (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317); (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource

Conservation and Recovery Act, 42 U.S.C. §6901, *et seq.* (42 U.S.C. §6903); or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §9601, *et seq.*, as the foregoing statutes and regulations now exist or may hereafter be amended.

ARTICLE VI
INSURANCE

6.1 Insurance Required of City. During the Term, City shall provide, at its cost and expense, the following forms and amounts of insurance with respect to the Leased Property or such equivalent amounts through an insurance pool. Such insurance shall be primary to and not contributing with any other insurance, self-insurance, or joint self-insurance maintained by the County, shall name the County and its officers, officials and employees as additional insureds, and shall include, but not be limited to:

a. Fire and Extended Coverage Insurance in All Risk form, with vandalism and malicious mischief endorsements, covering the Property and the improvements against loss or damage in an amount equal to not less than 100% of the replacement cost of the improvements.

b. Broad Form Commercial General Liability Insurance protecting City against claims for bodily injury, personal injury and property damage based upon, or arising out of, the ownership, use, occupancy or maintenance, directly or indirectly, of the Leased Property or improvements located thereon and all areas appurtenant thereto. Such insurance shall be written on an "occurrence" policy form providing single limit coverage in an initial amount of not less than $2,000,000 per occurrence and umbrella/excess liability insurance in not less than an initial amount of $5,000,000.

c. Auto Liability Insurance endorsed for all owned and non-owned vehicles in the initial amount of $2,000,000, combined single limit.

d. Worker's Compensation Insurance in an amount and form to meet all applicable requirements of the Labor Code of the State of California.

6.2 City's Consultants, Contractors and Subcontractors. City shall require its consultants, contractors and subcontractors to maintain in force and effect worker's compensation and such other employee, general liability and property insurance as is customary for similar construction projects. Other than worker's compensation insurance, County and its officers, officials and employees shall be named as additional insureds on all such insurance and City shall provide certificates of insurance confirming such additional insured status prior to commencement of any construction work.

ARTICLE VII
LOSS OR DAMAGE TO PROPERTY

7.1 General. No loss or damage by fire, earthquake, flood or any other cause resulting in either partial or total destruction of the improvements located on the Leased Property, including any fixtures, personal property, equipment or machinery used or intended to

be used in connection with the Leased Property shall operate to terminate this Lease or to relieve or discharge City from the payment of any Rent. City may, but is not required to, repair, reconstruct, and/or replace or cause to be repaired, reconstructed and/or replaced any improvements, including any fixtures or personal property used or intended to be used in connection with the Leased Property, in its sole discretion, provided that any insurance proceeds will be applied to the repair, reconstruction and/or replacement of the insured improvements.

7.2 Meet and Confer. In the event of partial or total destruction pursuant to Section 7.1 above, the Parties shall meet and confer to discuss the replacement of improvements and use of the Leased Property.

ARTICLE VIII
ASSIGNMENT

8.1 Assignment Provisions. The qualifications and identity of City are of particular concern to County and material considerations for entering into this Lease. City shall not mortgage, pledge, hypothecate, encumber, transfer, sublease, or assign City's interest in the Leased Property or any part or portion thereof (hereinafter collectively referred to as "Transfer") without the prior written consent of County, which consent may withhold in its reasonable discretion, except as provided herein. County hereby preapproves the Existing County Subleases and any subleases to other government entities and local community non-profits, which shall not require consent by County pursuant to this Section 8.1. In the event that County sells or transfer all or any portion of the Leased Property, it shall assign its rights and obligations under the Lease.

8.2 Notice of Assignment. City shall provide County with written notice of the proposed Transfer, together with a term sheet identifying the proposed assignee or subtenant, its use of the premises, the purchase price to be paid assignment of the Lease or rental rate for the sublease, at least ninety (90) days prior to the proposed effective date of the Transfer. County shall, no later than ninety (90) days after receipt of the information specified above, deliver written notice to City which shall indicate whether County give or withhold consent to the proposed Transfer. If consent is withheld, County shall set forth a detailed explanation of the basis for withholding consent. Should County consent to any Transfer, such consent and approval shall not constitute a waiver of any of the terms, conditions, covenants, restrictions or reservations of this Lease nor be construed as County's consent to any further Transfer. Any document regarding the Transfer of the Leased Property or any part thereof shall not be inconsistent with the provisions of this Lease and in the event of such inconsistency, the provisions of this Lease shall control.

ARTICLE IX
DEFAULT; REMEDIES; TERMINATION

9.1 Remedies. If City at any time shall be in default in the payment of Rent or any other monetary sum called for by this Lease, or if either Party at any time shall be in default in the keeping and performing of any of its other covenants or agreements in this Lease, the non-defaulting Party shall provide written notice thereof to the alleged defaulting Party specifying the particulars of such default (**"Notice of Default"**). If the non-payment of Rent continues for 30

days after City's receipt of Notice of Default or any other alleged default continues for 60 days after a Notice of Default, or if such other default is of a nature that curing the default will take more than 60 days and the alleged defaulting Party has failed to commence to cure the default within 60 days and diligently pursue completion of such cure, then such Party shall be in "**Default**" under this Lease.

9.2 Dispute Resolution. In the event of a Default, the Parties shall promptly meet in an effort to resolve the issues raised. If the Parties fail to resolve the issues raised, mediation may be pursued by mutual agreement. It is the intent of the Parties to the extent possible that litigation be avoided as a method of dispute resolution.

9.3 Institution of Legal Actions. In the event that dispute resolution does not resolve a Default, the non-defaulting Party may file a legal action to pursue specific performance or injunctive relief. Such legal actions must be instituted in the Superior Court of the County of El Dorado, State of California, or in the Federal District Court for the Eastern District of the State of California. Neither Party shall have the right to recover any consequential, punitive or special damages.

9.4 Termination. This Lease may be terminated by mutual consent of the Parties.

ARTICLE X
INDEMNITY

10.1 City's Indemnity. City shall indemnify, defend, protect and hold County and its officers, employees, agents and representatives, harmless from any and all liabilities, obligations, orders, claims, damages, fines, penalties and expenses, including attorneys' fees and costs ("**Claims**") to the extent arising from or in connection with (a) any condition created in or about the Property during the Term; (b) any breach, violation, or nonperformance of any term, condition, covenant, or other obligation of City under this Lease; and (c) any liens or encumbrances on the Leased Property arising out of any work performed or materials furnished by or for City.

ARTICLE XI
MISCELLANEOUS PROVISIONS

11.1 Holding Over. If City shall hold over the Leased Property after the expiration of the Term with the consent of County, either express or implied, such holding over shall be construed to be a tenancy from month to month subject to all the covenants, conditions and obligations contained in this Lease. City hereby agrees to continue payment of all monetary sums (such as taxes, insurance, etc.) which are the City's obligation under this Lease.

11.2 Quiet Possession. County agrees that City, upon paying the Rent and performing the covenants and conditions of this Lease, shall quietly have, hold and enjoy the Leased Property throughout the Term. County warrants to City that as of the Effective Date there are no existing tenancies on the Property.

11.3 Annual Review. The Parties shall meet at least once a year to review the status of the terms of the Leased and to ensure adequate communication and to strengthen the relationship

between the Parties. Prior to the annual meeting date, each Party shall submit to the other Party a written update on its compliance with the terms and obligations of this Lease. As part of such written update, County shall provide City with an accounting pursuant to Section 4.2 above.

11.4 Mutual Cooperation. Each Party agrees to cooperate with the other to implement the terms and conditions of this Lease and, in that regard, shall execute any and all documents which may be reasonably necessary, helpful, or appropriate to carry out the purposes and intent of this Lease.

11.5 Notices. Any notice to be given or other document to be delivered by either Party to the other hereunder shall be in writing and delivered to either Party personally or by depositing same in the United States mail, duly certified, with postage thereon fully prepaid and addressed to the Party for whom intended, as follows:

To City: City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150
Attention: Joseph D. Irvin, City Manager

To County: El Dorado County
Chief Administrative Office
330 Fair Lane
Placerville, CA 95667
Don Ashton, County Chief Administrative Officer

Either Party hereto, from time to time by written notice to the other Party, may designate a different address which shall be substituted for the one above specified. Notices shall be effective when received. Any notice or other document sent by certified mail, as aforesaid, shall be deemed received 72 hours after the mailing thereof, as above provided.

11.6 Waiver. No waiver of any breach of any of the terms, covenants, agreement, restrictions or conditions of this Lease shall be construed as a waiver of any succeeding breach of the same or other covenants, agreements, restrictions and conditions hereof.

11.7 Binding. Subject to the restrictions set forth herein regarding assignment, each of the terms, covenants and conditions of this Lease shall extend to and be binding on and shall inure to the benefit of not only County and City but to each of their respective heirs, administrators, executors, successors and assigns.

11.8 No Joint Venture. The relationship of the Parties hereto is that of landlord and tenant, and it is expressly understood and agreed that County does not in any way or for any purpose become a partner of City or a joint venturer with City in the conduct of City's business or otherwise.

11.9 Interpretation. The titles to the paragraphs of this Lease are not a part of this Lease and shall have no effect upon the construction or interpretation of any part of the Lease.

11.10 Covenants and Conditions. Each term and each provision to be performed by City or County, as the case may be, shall be construed to be both a covenant and a condition of this Lease.

11.11 Non-liability of Officials and Employees. No member, official or employee of either Party shall be personally liable to the other Party, in the event of any Default or breach or for any amount which may become due, or on any obligations under the terms of this Lease. Each Party hereby waives and releases any claim it may have against the members, officials or employees of the other Party with respect to any Default or breach or for any amount which may become due under the terms of this Lease.

11.12 Full Knowledge of Signatories. Each Party represents and warrants to the other the following: they have carefully read this Lease, and in signing this Lease, they do so with full knowledge of any right which they may have; they have received independent legal advice from their respective legal counsel as to the matters set forth in this Lease; and, they have freely signed this Lease without any reliance upon any agreement, promise, statement or representation by or on behalf of the other Party, or their respective agents, employees, or attorneys, except as specifically set forth in this Lease.

11.13 Integration. This Lease, together with the exhibits incorporated by reference, constitutes the entire agreement between the Parties as to the ground lease of the Leased Property and there are no conditions, representations or agreements regarding the matters covered by this Lease which are not expressed herein.

11.14 Restatement. This Lease amends and restates the Original County Leases in their entirety. As of the date of execution, the Original County Leases are of no further force and effect.

11.15 Amendments. This Lease may only be amended in writing signed by the Parties.

11.16 Counterparts. This Lease may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This Lease shall be deemed executed when each Party notifies the other in writing that a counterpart has been signed by the notifying Party.

11.17 Contract Administrators. The County officer or employee with responsibility for administration of this Lease is Don Ashton, Chief Administrative Officer, or successor. The City officer or employee for responsibility for administration of this Lease is Joe Irvin, City Manager, or successor.

[signatures follow on next page]

IN WITNESS WHEREOF, the Parties have executed this Lease as of the Effective Date.

CITY:
CITY OF SOUTH LAKE TAHOE, a municipal corporation

By: _____
Joe Irvin, City Manager

AKA JOSEPH DONALD IRVIN

COUNTY:
EL DORADO COUNTY, a political subdivision of the State of California

Signed in Counterpart

By: _____
Lori Parlin
Chair, Board of County Supervisors

APPROVED AS TO FORM:

By: _____
Heather Stroud, City Attorney

ATTEST:

By: _____
Susan Blankenship, City Clerk

CITY OF SOUTH LAKE TAHOE 19 65 CALIFORNIA

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of El Dorado)

On June 13, 2022 before me, Susan Lynn Blankenship, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Joseph Donald Irvin
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

SUSAN LYNN BLANKENSHIP
Notary Public - California
El Dorado County
Commission # 2384832
My Comm. Expires Nov 30, 2025

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Grant Deed
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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IN WITNESS WHEREOF, the Parties have executed this Lease as of the Effective Date.

CITY:
CITY OF SOUTH LAKE TAHOE, a municipal corporation

Signed in Counterpart

By: _____
Joe Irvin, City Manager

COUNTY:
EL DORADO COUNTY, a political subdivision of the State of California

By: _____
Lori Parlin
Chair, Board of County Supervisors

APPROVED AS TO FORM:

By: _____
Heather Stroud, City Attorney

ATTEST: Kim Dawson
Clerk of the Board of Supervisors

By _____
Kyle Kuperus, Deputy Clerk

ATTEST:

By: _____
Susan Blankenship, City Clerk

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF EL DORADO)

On 10/20/22 (Date), before me, JEANETTE A. SALMON, NOTARY PUBLIC (Name And Title Of Officer (e.g. "Jane Doe, Notary Public"))

personally appeared LORI PARLIN (Name of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JEANETTE A. SALMON
Notary Public - California
El Dorado County
Commission # 2284845
My Comm. Expires Apr 11, 2023

Jeanette A. Salmon
Signature of Notary Public

ATTACHMENT 1

LEGAL DESCRIPTION OF THE PROPERTY

[attached]

JN8195.001
County Pcl 1.docx
2/11/2022

EL DORADO COUNTY PROPOSED PARCEL 1
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at the southwest corner of said Tract A, being a point situate on the Easterly Right-of-Way line of U.S. Highway 50 and from which the Southeast Corner of said Section 32 bears North 89°47'59" East a distance of 1229.41 feet;

Thence, from said **Point of Beginning**, along the aforementioned Easterly Right-of-Way line, North 00°02'00" East a distance of 756.30 feet;

Thence leaving the aforementioned Easterly Right-of-Way line of U.S. Highway 50, South 88°44'16" East, 64.30 feet to a point of curvature;

Thence easterly and northerly 146.93 feet along the arc of a 120.00 foot radius tangent curve to left through a central angle of 70°09'20";

Thence North 21°06'24" East, 188.34 feet to a point of curvature;

Thence easterly and northerly 362.28 feet along the arc of a 295.00 foot radius tangent curve to the right through a central angle of 70°21'47";

Thence South 88°31'49" East, 142.60 feet;

Thence North 0°20'03" West a distance of 30.01 feet;

Thence South 88°31'49" East a distance of 490.24 feet;

Thence North 00°20'03" West a distance of 104.62 feet;

Thence North 89°49'56' East a distance of 60.00 feet to a point situate on the Easterly line of said Section 32;

Thence along said easterly Section line, South 00°20'03" East a distance of 818.68 feet;

Thence leaving said Section line, South 89°39'57" West a distance of 30.00 feet to a point of non-tangent curvature;

Thence, southerly 378.12 feet along the arc of a 620.00 foot radius non-tangent curve to the right, from a radial line which bears North 89°39'57" East, through a central angle of 34°56'34";

Thence South 34°36'31" West a distance of 25.29 feet to a point of curvature;

Thence southerly 128.15 feet along the arc of a 380.00 foot radius tangent curve to the left through a central angle of 19°19'22" to a point on the southerly line of aforementioned Section 32;

JN8195.001
County Pcl 1.docx
2/11/2022

Thence leaving the aforementioned proposed Right-of-Way and continuing along said southerly line of Section 32, South 89°47'59" West a distance of 1018.68 feet to the Point of Beginning.

EXCEPTING THEREFROM:

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said **Point of Commencement**, along the Easterly line of said Section 32, North 00°20'03" West a distance of 780.10 feet;

Thence leaving said Easterly Section Line, North 88°56'42" West a distance of 60.02 feet to a point situate on the proposed westerly Right-of-Way line of Rufus Allen Boulevard and being the True Point of Beginning:

Thence, from said **True Point of Beginning**, leaving the aforementioned proposed westerly Right-of-Way line, North 88°56'42" West a distance of 576.88 feet;

Thence South 01'36'54" West a distance of 311.27 feet;

Thence South 89°02'41" East a distance of 97.32 feet;

Thence South 00°20'03" East a distance 42.68 feet;

Thence North 88°44'16" East a distance of 486.53 feet to a point on a non-tangent curve situate on the aforementioned proposed westerly Right-of-Way line of Rufus Allen Boulevard;

Thence along the aforementioned proposed westerly Right of Way line, from a radial line which bears South 83°56'49" East, northerly 65.77 feet along the arc of a 590.00 foot radius non-tangent curve to the left through a central angle of 06°23'14";

Thence continuing along the aforementioned proposed Right of Way, North 00°20'03" West a distance of 289.90 feet to the Point of Beginning;

Containing 25.121 acres of land, more or less.

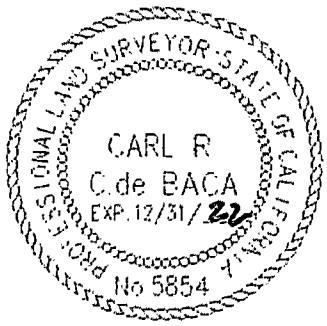
The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

See Exhibit "A-1", Plat to Accompany Description, attached hereto and made a part hereof.

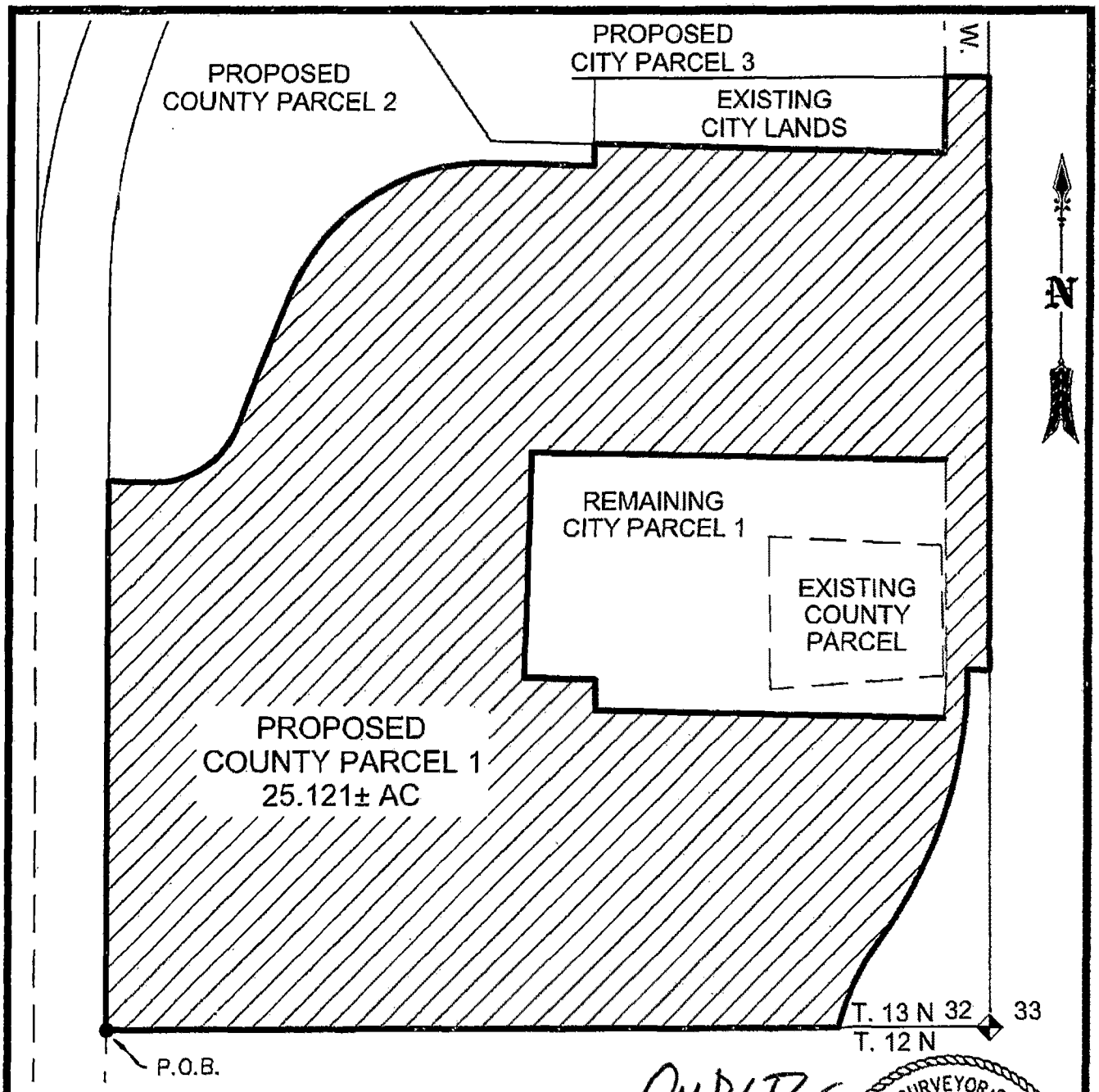
JN8195.001
County Pcl 1.docx
2/11/2022

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ◆ SECTION CORNER

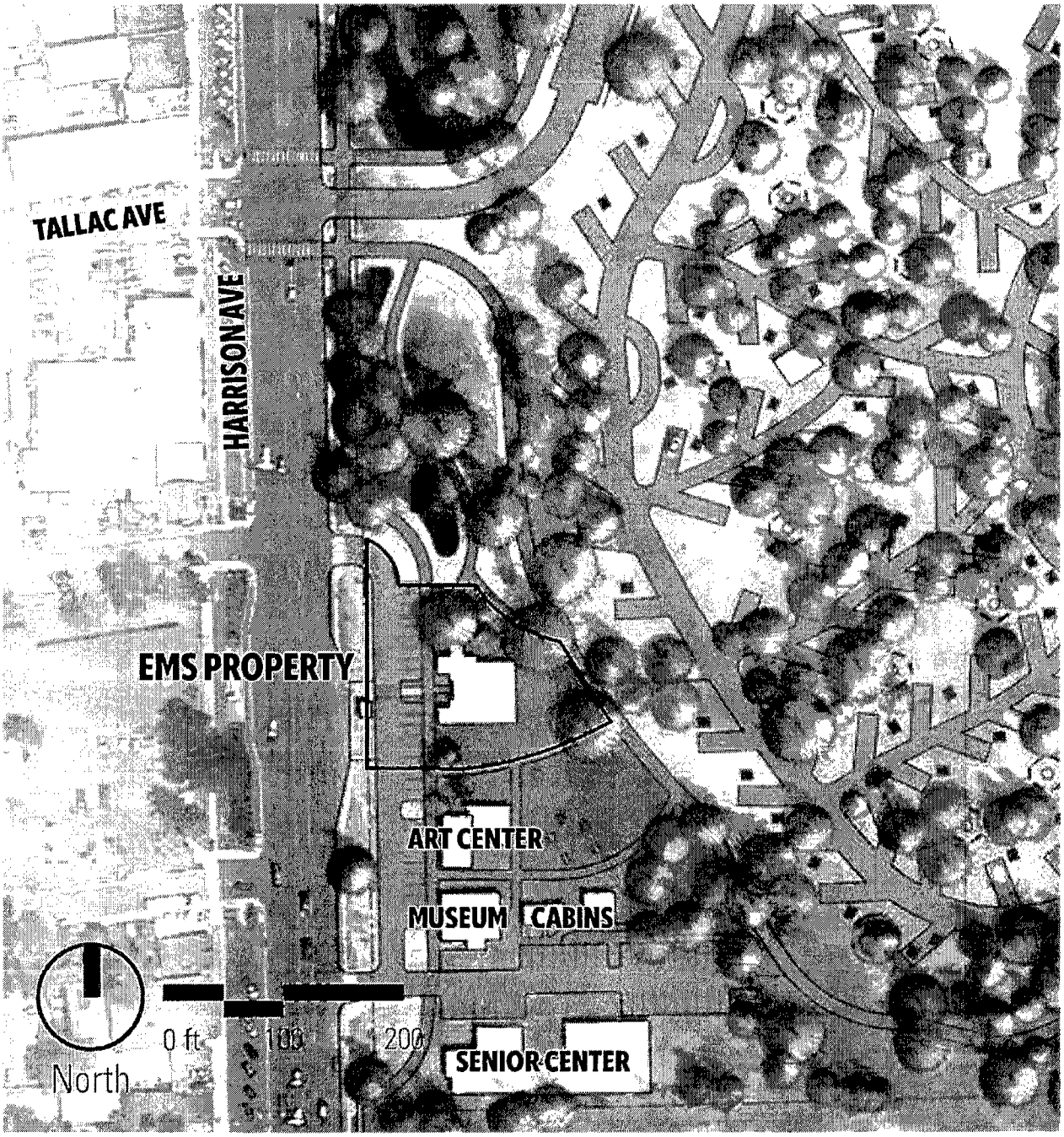
NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "A", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R. C.de BACA
EXP: 12/31/22
No. 5854

R.E.Y. ENGINEERS, INC. Civil Engineers | Land Surveyors | LIDAR 905 Sutter Street, Suite 200 Folsom, CA 95630 Phone: (916) 366-3040 Fax: (916) 366-3303	EXHIBIT A-1 PLAT TO ACCOMPANY DESCRIPTION PROPOSED EL DORADO COUNTY PARCEL 1 BEING A PORTION OF TRACT A OF 16 S 30 CITY OF SOUTH LAKE TAHOE EL DORADO COUNTY CALIFORNIA	Date: FEB 2022 Scale: 1" = 200' Job No: 8195.001 Prepared by: CRC

Excepting from El Dorado Proposed Parcel 1 that certain property on which the California Tahoe Emergency Services Operations Authority building and parking lot are located, as depicted below (the "EMS Property"):



JN8195.001
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2/12/2022

EXHIBIT B

EL DORADO COUNTY PROPOSED PARCEL 2
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Commencing at the Southeast Corner of said Section 32:

Thence from said Point of Commencement, along the Southerly line of said Section 32, South 89°47'59" West a distance of 1229.41 feet to the Southwest Corner of said Tract A, being a point situate on the Easterly Right-of-Way line of U.S. Highway 50;

Thence, leaving said Section Line, along said Easterly Right-of-Way line, North 00°02'00" East a distance of 756.30 feet the True Point of Beginning:

Thence, from said **True Point of Beginning,** continuing along said Easterly Right-of-Way line, North 00°02'00" East a distance of 249.10 feet to a point of curvature;

Thence continuing along said Easterly Right-of-Way line, 702.23 feet along the arc of a 990.00 foot radius tangent curve to the right through a central angle of 40°38'28";

Thence leaving said Easterly Right-of-Way line, South 34°27'10" East a distance of 514.27 feet;

Thence South 88°31'49" East a distance of 141.65 feet;

Thence South 00°20'03" East a distance of 30.01 feet;

Thence North 88°31'49" West a distance of 142.60 feet to a point of curvature;

Thence westerly and southerly 362.28 feet along the arc of a 295.00 foot radius non-tangent curve to the left through a central angle of 70°21'47";

Thence South 21°06'24" West a distance of 188.34 feet to a point of curvature;

Thence westerly and southerly 146.93 feet along the arc of a 120.00 foot radius tangent curve to the right through a central angle of 70°09'20";

Thence North 88°44'16" West, 64.30 feet to the **Point of Beginning** and containing 5.602 acres of land, more or less.

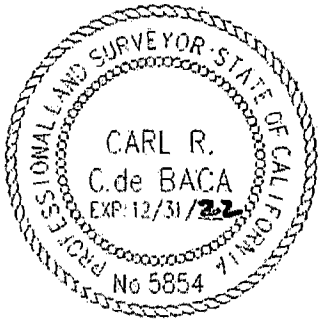
JN8195.001
County Pcl 2.docx
2/12/2022

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

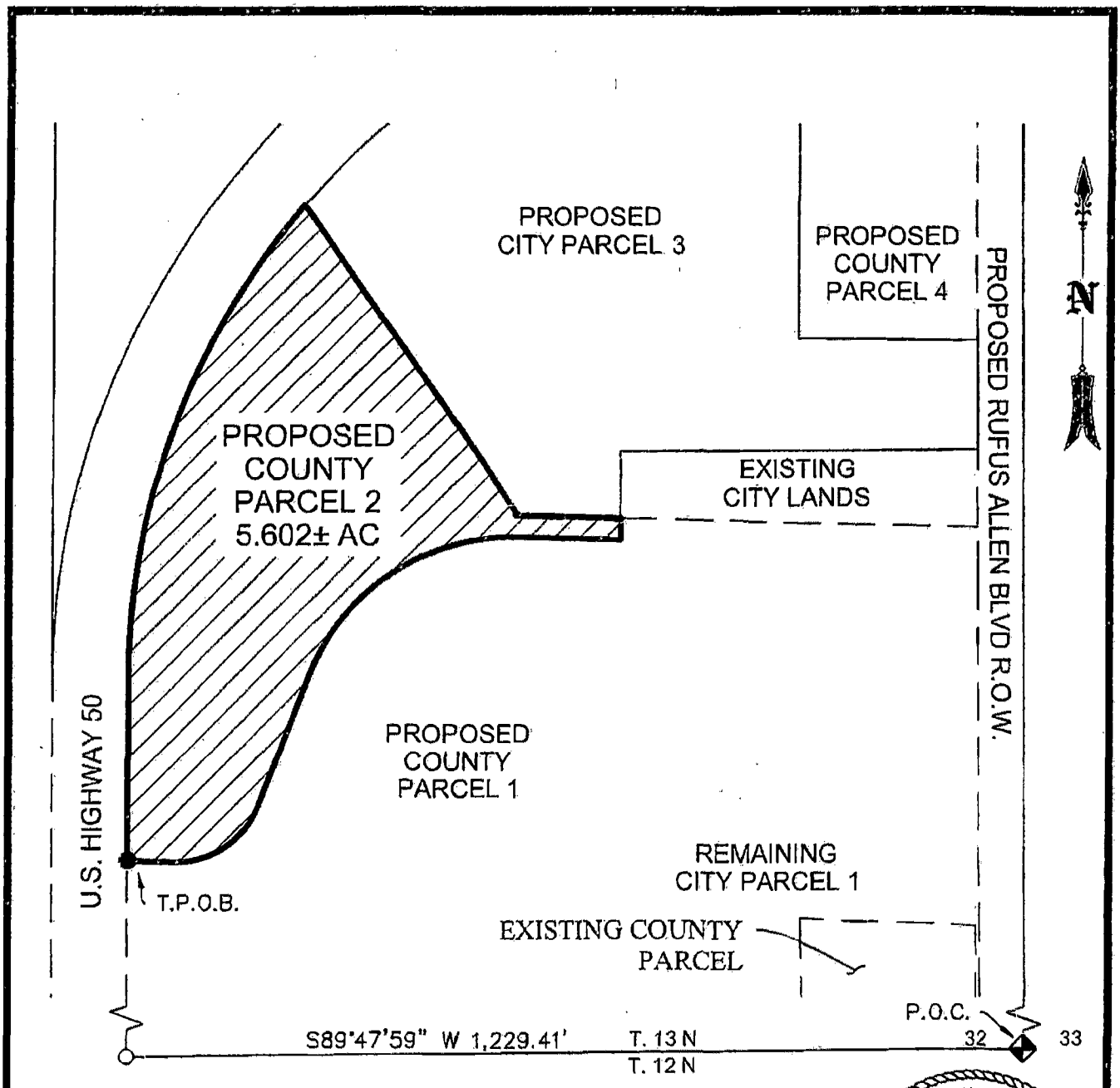
See Exhibit "B-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



CRdeB
2/16/22

PROFESSIONAL LAND SURVEYOR STATE OF CALIFORNIA
CARL R.
C.de BACA
EXP:12/31/22
No.5854

LEGEND

- T.P.O.B. = TRUE POINT OF BEGINNING
- P.O.C. = POINT OF COMMENCEMENT
- SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "B", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street, Suite 200
Folsom, CA 95630
Phone (916) 366-3040 Fax (916) 366-3303

EXHIBIT B-1
PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 2
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	JAN 2022
Scale:	1" = 200'
Job No:	8195.001
Prepared by:	TMS / DB

JN8195.001
County Pcl 3.docx
1/7/2022

EXHIBIT C

EL DORADO COUNTY REMAINING PARCEL 2
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract B as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

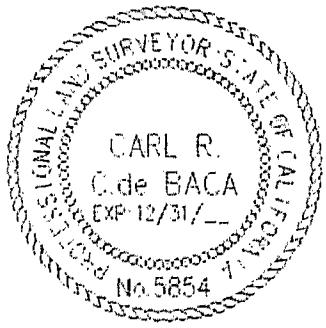
All that portion of said Tract B lying north of the northerly Right-of-Way line of U.S. Highway 50 and containing 4.75 acres of land, more or less.

The Basis of Bearings for this description is the aforementioned Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

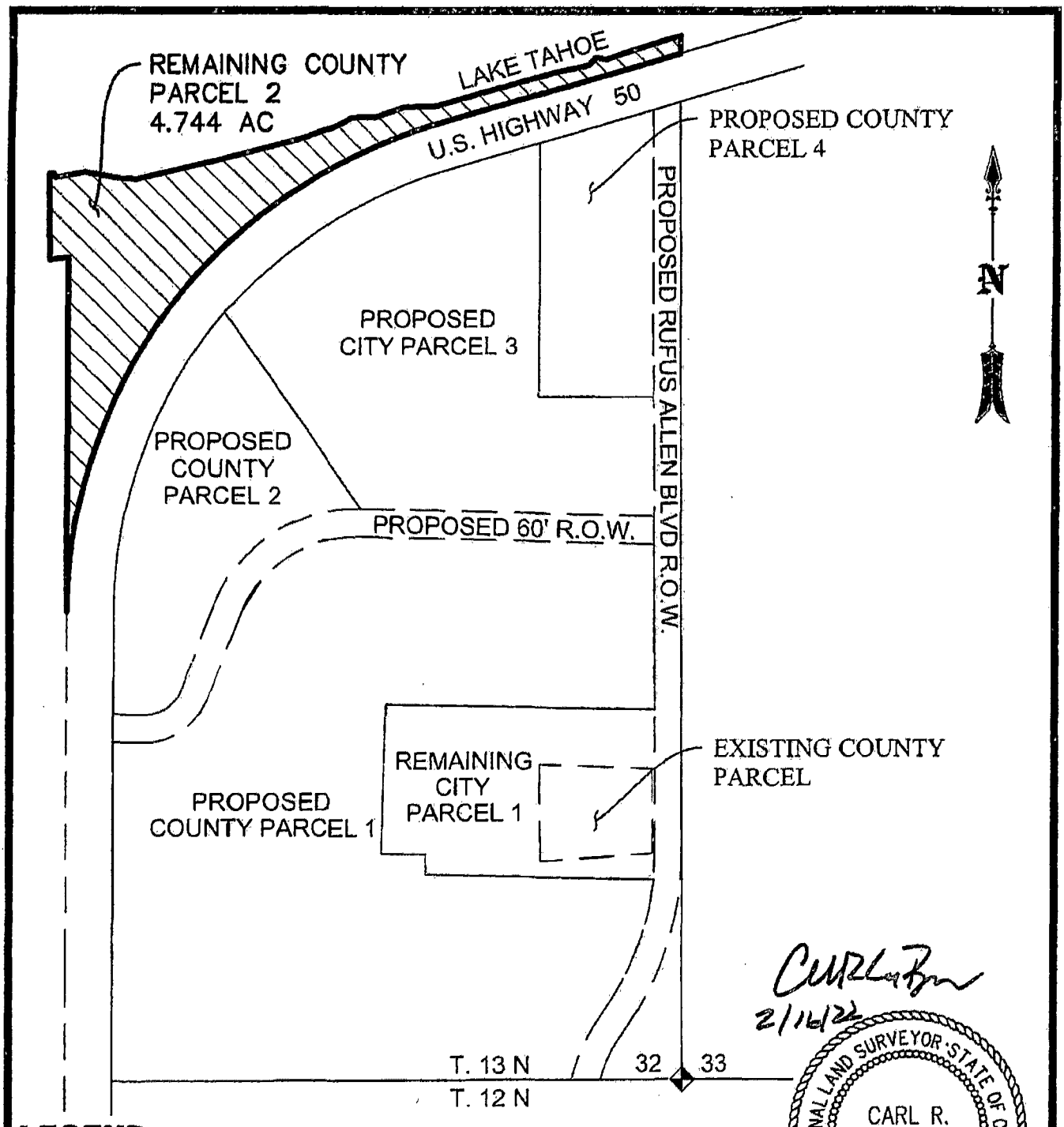
See Exhibit "C-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



2/16/22

PROFESSIONAL LAND SURVEYOR · STATE OF CALIFORNIA
CARL R.
C.de BACA
EXP: 12/31/22
No. 5854

LEGEND

- ● P.O.B. = POINT OF BEGINNING
- ◎ P.O.C. = POINT OF COMMENCEMENT
- ◆ SECTION CORNER

NOTE:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. FOR SPECIFIC INFORMATION, SEE EXHIBIT "C", DESCRIPTION TO WHICH THIS PLAT IS ATTACHED.

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LIDAR
905 Sutter Street Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax: (916) 366-3303

EXHIBIT C-1
PLAT TO ACCOMPANY DESCRIPTION
REMAINING EL DORADO COUNTY PARCEL 2
BEING TRACT B OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	JAN 2022
Scale:	1" = 300'
Job No:	8195.001
Prepared by:	CRC

JN8195.001
County Pcl 5.docx
2/10/2022

EXHIBIT E

EL DORADO COUNTY PROPOSED PARCEL 5
PROPERTY DESCRIPTION

All that certain real property situate in Lot 1 of Section 32, Township 13 North, Range 18 East, Mount Diablo Meridian, County of El Dorado, City of South Lake Tahoe, State of California, and being a portion of Tract A as said Tract shown and delineated on that certain Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder and being more particularly described as follows:

Beginning at the Southeast Corner of said Section 32:

Thence from said **Point of Beginning**, along the Southerly line of said Section 32, South 89°47'59" West a distance of 210.73 feet to a point of intersection with a non-tangent curve;

Thence leaving said Section line, northerly 128.15 feet along the arc of a 380.00 foot radius non-tangent curve to the right, from a radial line which bears North 74°42'50" West, through a central angle of 19°19'22";

Thence North 34°36'31" East a distance of 25.29 feet to a point of curvature;

Thence northerly 378.12 feet along the arc of a 620.00 foot radius tangent curve to the left through a central angle of 34°56'34";

Thence North 89°39'57" East a distance of 30.00 feet to a point situate on the Easterly line of said Section 32;
Thence along said Easterly Section Line, South 0 20'03" East a distance of 491.66 feet to the **Point of Beginning** and containing 1.105 acres of land, more or less.

The Basis of Bearings for this description is said Record of Survey filed for record on November 16, 1988 in Book 16 of Records of Surveys at Page 30 in the office of the El Dorado County Recorder.

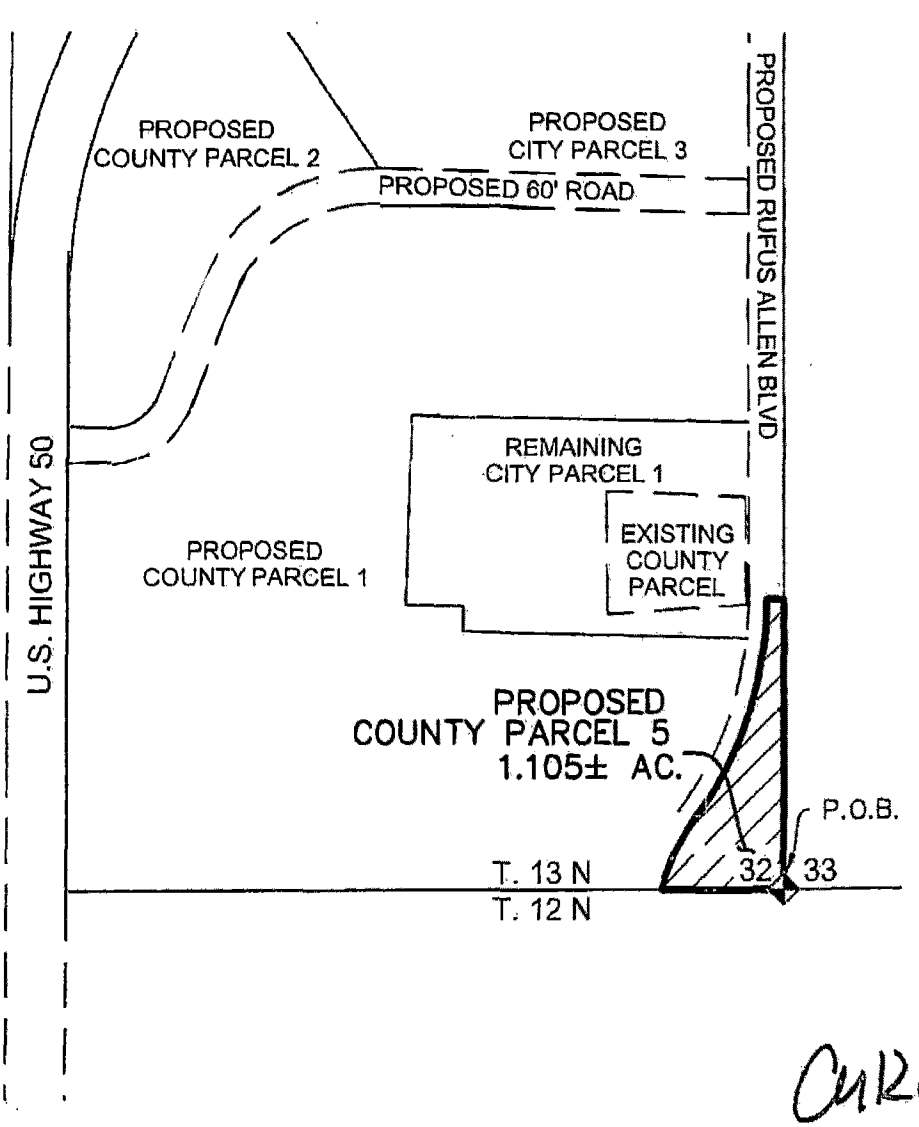
See Exhibit "E-1", Plat to Accompany Description, attached hereto and made a part hereof.

Carl R. C.de Baca PLS 5854

2/16/22
Date



Prepared by
R.E.Y. Engineers, Inc
905 Sutter Street #200
Folsom, CA 95630
916·850·8812



2/16/22

PROFESSIONAL LAND SURVEYOR STATE OF CALIFORNIA
CARL R.
C.de BACA
EXP:12/31/22
No.5854

LEGEND

- P.O.B. = POINT OF BEGINNING
- SECTION CORNER

NOTE:
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Civil Engineers | Land Surveyors | LDAR
905 Sutter Street, Suite 200
Folsom, CA 95630
Phone: (916) 366-3040 Fax (916) 366-3303

EXHIBIT E-1
PLAT TO ACCOMPANY DESCRIPTION
PROPOSED EL DORADO COUNTY PARCEL 5
BEING A PORTION OF TRACT A OF 16 S 30
CITY OF SOUTH LAKE TAHOE
EL DORADO COUNTY CALIFORNIA

Date:	FEB 2022
Scale:	1" = 300'
Job No:	8196.001
Prepared by:	CRC

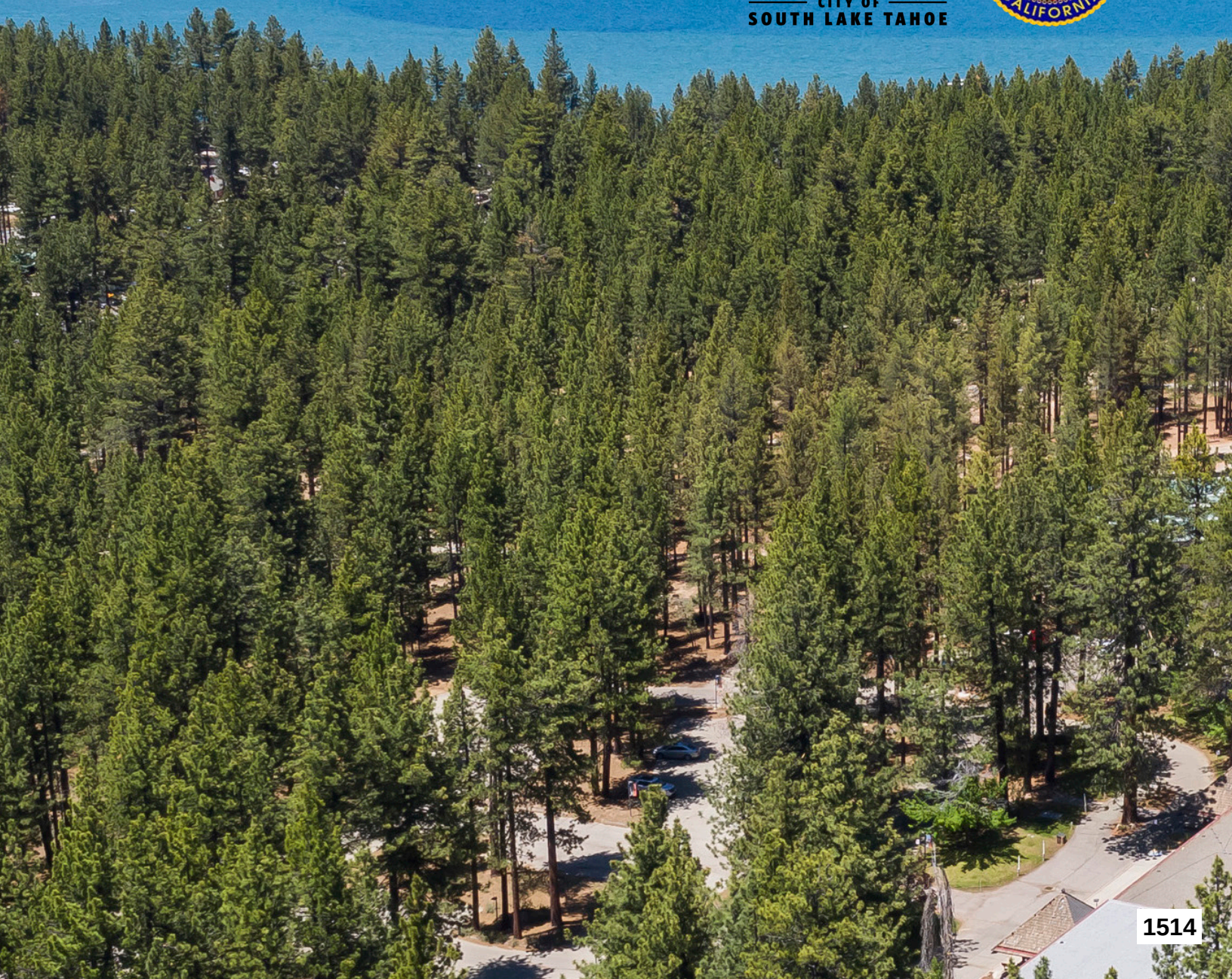
56

ENVISION 56 ACRES MASTER PLAN

January, 2022

CITY OF SOUTH LAKE TAHOE

EL DORADO COUNTY CALIFORNIA





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SPEED LIMIT 40
EL DORADO COUNTY FAIR

Introduction: Envisioning 56 Acres

The 56 Acres Master Plan, a collaboration between the City of South Lake Tahoe and El Dorado County, aims to create a signature park in the heart of South Lake Tahoe. The Plan will build upon the success of Lakeview Commons and over a decade of site-oriented community, public, and stakeholder engagement. The project goals are aimed at residents and visitors alike. They focus on recreational and civic needs, the creation of meaningful world-class facilities and public open space, environmental stainability, cultural preservation, water quality, traffic mitigation, aesthetic improvements, and habitat preservation.

ACKNOWLEDGEMENTS

The 56 Acres Master Plan is funded by a grant from the California Tahoe Conservancy and is a collaborative effort between the two land owners, the City of South Lake Tahoe and El Dorado County. The consultant team was lead by Design Workshop. Key Stakeholders were included throughout the process to provide feedback on the master plan.

City of South Lake Tahoe

El Dorado County

Consultant Team

Design Workshop, Inc.

Ascent Environmental

Cardno

Noll & Tam Architects

LSC Transportation Consultants

Key Stakeholders

California Tahoe Conservancy

El Dorado County Commission on Aging

El Dorado County Library, South Lake Tahoe Branch

El Dorado County Parks and Recreation Commission

Lake Tahoe Historical Society

Tahoe Art League

City of South Lake Tahoe Parks and Recreation Commission



Rufus Allen Boulevard with the existing Recreation Center in the foreground.

MISSION, VISION, AND OBJECTIVES

Mission

The master plan encompasses the public and stakeholder groups' vision for recreation, community, and government uses on the 56 Acres site. The plan is approvable, implementable, and identifies phases with the Multi-generational Aquatics and Recreation Center project as the first phase to be built.

Project Challenges: The 56 Acres project site has many of the characteristics of a town center including a central location and community driven site program. However, the area has been challenged by decades of under investment and ownership constraints. This plan addresses how to create a recreation and government center for South Lake Tahoe while recognizing past land use obligations and ownership along with constraints imposed by permitting and funding.

Vision

For over 40 years the site referred to 56 Acres has provided a wide range of activities and created fond memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, adjacency to Lakeview Commons Beach, the existing recreation and overnight camping accommodations on site, the proximity to other recreation and educational facilities and convenient shopping and dining within walking distance makes the site a community hub and a basecamp for many visitors. Working closely with the City, stakeholders and the public, the project team utilized knowledge, creativity, and experience to provide a master plan that will elevate the recreation and community experience. The master plan embraces the natural beauty of the site, creates a framework for short and long-term environmental enhancements, identifies opportunities for on-site revenue generation for on-going maintenance and future improvements.

Objectives

Critical Success Factors

- Robust public engagement process
- Coordination and collaboration with the Recreation Center project to ensure it is implemented as the first project identified in the MP
- Provide guidance on the preferred location of the Recreation Center early in the process
- Coordinate with the area plan amendment to make sure the elements of the MP can be built
- Coordinate the MP with other planning projects within the area such as Alta Mira, Conolley Beach, ballfields, Bijou Park MP, and Regan Beach
- Think broadly and collaboratively about partnerships
- Environmental improvements
- Revenue generating (recreation center, camping/ overnight - increase, concessionaire, special events, reservable spaces)
- Safe crossings, release valve for Lakeview Commons
- Address parking and traffic issues – improve Highway 50 entries, internal connectivity
- Work collaboratively with City and County staff
- Utilize existing resources and previous work to reduce overall timeline and budget
- Compliance with CEQA analysis of potential impacts to vehicle miles traveled consistent with SB 743
- Quality control methods in place to ensure deliverables are complete, accurate, and appropriately edited
- Encourage non-motorized access to the site
- Outline how to fund and implement future phases of work beyond recreation center



Project History

For over 40 years, 56 Acres has created lasting memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, as well as its adjacency to Lakeview Commons Beach and its proximity to other recreation and educational facilities, makes the site a community hub and a basecamp.

CONTEXT & PROJECT EVOLUTION

What Is The 56 Acres Project?

The 56 Acres project is a collaboration between the City of South Lake Tahoe and El Dorado County, with support from the California Tahoe Conservancy to create a signature recreation and civic space in the heart of South Lake Tahoe. The property contains some of the largest remaining public open spaces within the city limits. It hosts a variety of existing features, including various recreational facilities, a campground, a museum, highway frontage, and a scenic lakefront park.

The 56 Acres project sits in the center of the City of South Lake Tahoe at the juncture where U.S. Highway 50 meets the shores of Lake Tahoe. The location of the project provides an important gateway to vehicles approaching the city from the west. The property contains some of the largest remaining public open space within the city limits. It hosts a variety of existing features including various recreational facilities, museum, highway frontage, and a scenic lakefront park that drops off steeply leading to the beaches of Lake Tahoe. Just to the west of the project site is the Harrison Avenue commercial district, which was improved by a streetscape project in 2015.

Project Background

For over 40 years the site referred to 56 Acres has provided a wide range of activities and created fond memories for residents and visitors from all over the world. The location in the center of the City of South Lake Tahoe, adjacency to Lakeview Commons Beach, the existing recreation and overnight accommodations on site, the proximity to other recreation and educational facilities and convenient shopping within walking distance makes the site a community hub and a basecamp for many visitors.

2007 to Present

The master planning process builds on previous planning efforts including the 2014 Recreation Master Plan, and the master planning efforts for the 56 Acres which began in 2006 when the California Tahoe Conservancy, in partnership with the City and El Dorado County, funded the development of a concept plan for the area. The process resulted in an in-depth analysis of existing environmental, historical, and cultural conditions in the project area and several alternatives for future uses and development. Although the conceptual planning was never finalized, the process was the impetus to begin improvements to the site, which resulted in the construction of Lakeview Commons, a popular lakefront park with sweeping views of Lake Tahoe and The Sierra.



Figure 1: Project Timeline

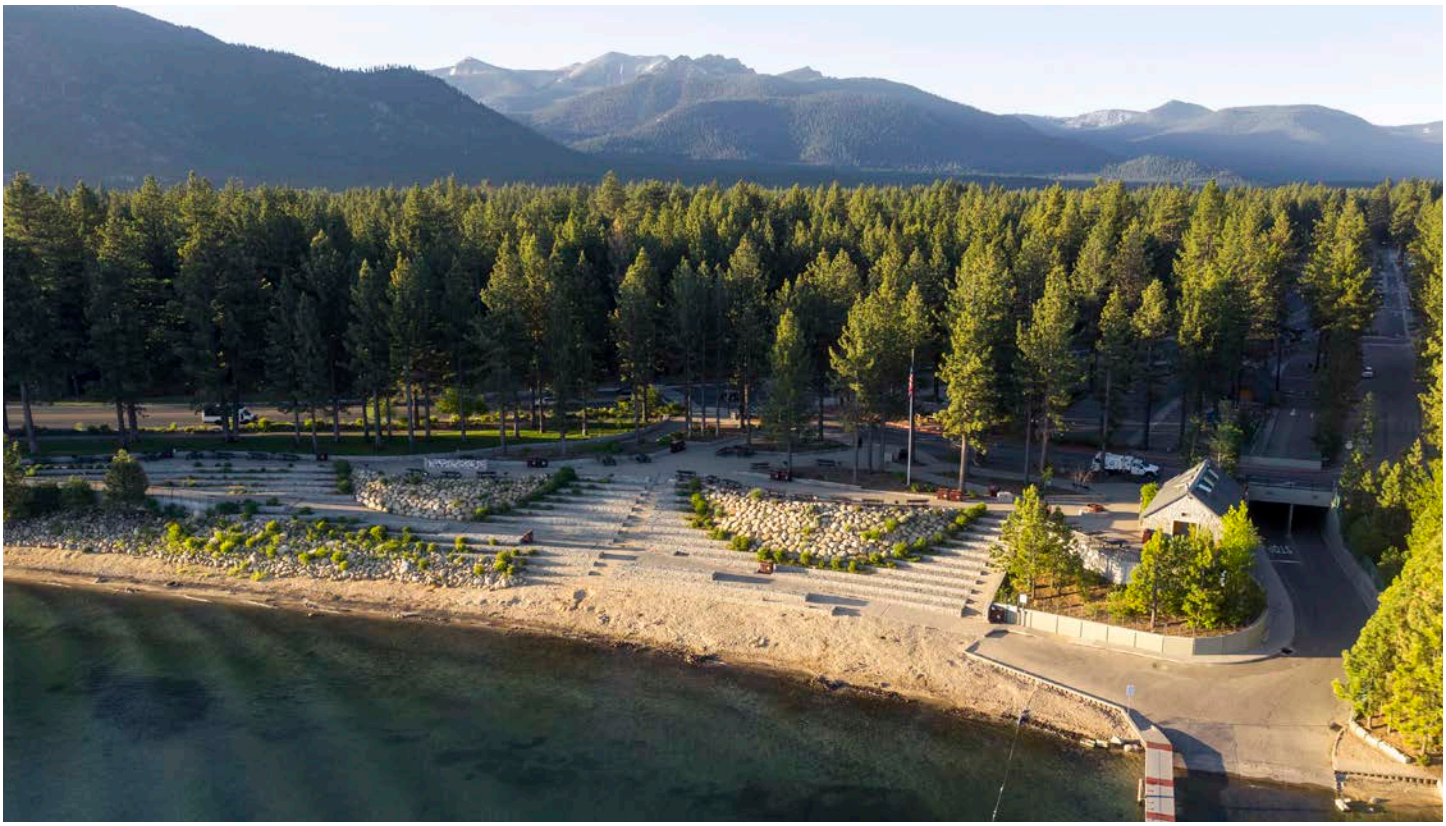
REVIEW OF EXISTING DOCUMENTS & STUDIES

Existing Documents and Studies

2007 56 Acres Master Plan

There are three main themes of the 2007 plan: Connections, identity and access. Connections include considering site to surrounding recreation opportunities, access includes building better relationships/access between site amenities and identity includes developing the site as civic center with the local community as the primary driver. Key takeaways include:

- Public Engagement Outcome Steering Committee #1
  - » Dot game identifying liked and disliked parts of the site, participants did not like the city yard and vector control area.
  - » Precedent exercise was used to identify potential program elements the most popular items were: rustic amphitheaters, performing arts building, a boathouse, campfire with yurts, creative camp amenities, adventure play, forest plaza for community events, outdoor movies, interpretive stormwater management, and trails
  - » Post note issue identification most common answers: Access across Highway 50, improved trails, non-motorized boat facilities, renovations to senior center, renovations to library, renovations to campground.
  - » Steering Committee survey determined that users often commuted there by car, lived between 2-10 miles away and use the site semi regularly
- Focus groups were held and used the same exercises, listed are the different groups and the items they wanted to most:
  - » Beach Users: Improved concessions, restrooms, non-motorized rentals
  - » Harrison Avenue merchants: more parking, improved access across Highway 50
  - » Campground Staff: more RV accommodation, additional group gathering, improved facilities (trash cans, hook ups), year-round options such as yurts
  - » Library Staff: more space, additional rooms for small and large gatherings, outdoor rooms, larger collections, updated computer facilities
  - » Senior Center Staff: increased staff, safer access through 56 Acres and public transit, more multi-purpose spaces, improved dining facilities
  - » Recreation Center Staff: larger gyms, more multi-purpose spaces, cardio equipment, improved



Boat Ramp at El Dorado Beach and Lakeview Commons

admin offices, an indoor play area for young children, improved outdoor areas

- » Adjacent neighbors: did not participate
- » Visitor's Center Staff: Larger new facility, better connection to rest of site, improved restrooms, add retail space, maintain parking
- » Boaters: dredge the channel, add break water, non-motorized boat storage
- » Museum/Historical Society Staff: move locations or combine collection, upgrade and expand facilities
- » Arts Center Staff & Users: dedicated art building with outdoor and indoor spaces, room for studio spaces, larger meeting spaces

2030 South Lake Tahoe General Plan

Key recommendations from the 2030 Plan include:

- Land Use
  - » Recreation land use surrounded by low density residential, town center and special uses (schools)
  - » Development intensity
    - » 1-8 campground sites per acre
    - » 1-25 group facilities per acre
    - » 30% maximum land coverage
  - » Bijou/ Al Tahoe Community Area Plan, encourage the creation a neighborhood with family orientated recreation and public facilities including government offices
- Community Character
  - » Mountain Architecture theme, pitched roofs, natural colors and materials
  - » Native Plant Use
  - » Minimize visual impact of parking
  - » Strategically placed pedestrian scaled lighting
  - » New projects will protect and enhance scenic quality
  - » Scenic Corridors: The City will work with Caltrans to improve facades and landscaping along Highway 50
  - » Updated Wayfinding System fitting into Tahoe style with more detailed distance and timing information
  - » Improved pedestrian network, new developments should connect to existing networks.
  - » Art in public places, the City will promote art in public places
  - » Sustainable Development: Native and drought tolerant landscaping for new and existing development
  - » Environmental Justice: The City will promote quality of public spaces that offer opportunities for people of varying backgrounds and demographics
- Economic Vision
  - » To promote economic growth and diversification
  - » Year-Round Community: provide economic incentives that increase year-round activity
  - » Expand Events and Entertainment Opportunities: The City shall encourage sponsors to host events at public facilities especially during off seasons (Fall/Spring)
  - » Support Natural Capital: enhance outdoor recreation opportunities
  - » Support Social Capital: Improve education opportunities
  - » Create a Sense of Place: Through local business and district character
  - » Regularly Scheduled Street Fair: Possibly along Ski Run or Lakeview Commons; such as a farmers market, street vendors, live music and special events

2014 Parks and Recreation Plan

The City and County want to improve existing recreation facilities through their continued partnership and relationships with other governing bodies. Goals in this plan address the need for varied recreation opportunities, year-round activities, improvements to revenue generating facilities for both residents and visitors. Improve recreation sites that showcase the world class landscape of Lake Tahoe and bring environmental and economic vitality to the city. Key takeaways include:

- Regional Coordination and Collaboration – maximize south shore goals of recreation and economic benefits through partnerships with surrounding governing bodies
- Park & Facility Maintenance, Renovation, and Improvements – Renovate existing facilities to enhance safety, accessibility, and protect revenue generating resources long term
- New Park, Facility, and Trail Development – build new recreation facilities to provide an interconnected and attractive recreation system that supports south shore as a destination for outdoor recreation and tourism.
- Recreation Activities, Programs and Events – Activate recreation facilities with events, programs, and self-directed opportunities to promote quality of life for residents and promote economic development

- Operations and Management – Ensure staffing and resource needs are met to make strategic plans for recreation facilities

Active Transportation Plan

The Active Transportation Plan (ATP) presents a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes innovative infrastructure, support facilities, and awareness programs. The infrastructure network includes on-street bicycle facilities such as bike lanes, bike routes, and intersection designs that promote safety and convenient travel for bicycling and walking and off-street shared-use paths and sidewalks. The ATP outlines goals, policies, and actions that support implementation of high priority projects and guides long-term planning. To support this process, the plan includes analysis of current conditions, provides data for future projects, and outlines levels of project priority. Key takeaways include:

- Use the complete streets framework to promote safer bicycle and pedestrian travel
- Connectivity between origin and destination are essential in user decision making process if a safe route in not available potential users will choose a vehicle instead



Public programs in the existing Recreation Center

- Improvements to the multi-modal transportation network create a more equitable transportation system, for people who cannot afford a car and those who do not have ability to drive a car
- Pedestrian and cyclist focused transportation improves local economies
- Protect the environment through a comprehensive multi-modal transportation system
- Use the American Bicyclist 5 E's to change community attitudes toward active transportation. This framework strives to educate and create safe opportunities for pedestrians and cyclists.
    - » Engineering – altering roadways in favor of pedestrian and cyclists
    - » Education – increase community awareness about active transportation
    - » Enforcement – reminding roadway users of the rules of the road to encourage safety between users
    - » Encouragement – community events and initiatives that promote active transportation
    - » Evaluation- studying how effective the active transportation system is and what the user group looks like; their methods of transportation and how frequently they use that form of transportation

Regional Transportation Plan

The Regional Transportation Plan was created as transportation plan to meet needs of locals and visitors. This plan encompasses seasonal, daily, and regional uses. Various corridors around the lake have been identified with the specific transportation needs for that area. Non-auto transport and public transportation were the primary focus, these transportation methods will decrease congestion, improve water and air quality, improve safety, and create an equitable transportation system for priority communities. Key takeaways included:

- Environment – Protect and enhance environment
- Connectivity – enhance Tahoe transportation system between modes, communities, and surrounding regions
- Safety – increase safety for all users
- Economic Vitality – enable a diverse workforce, sustainable environment, and quality experiences for residents and visitors
- Operations Management – provide efficient transportation through coordinated operations and targeted investments
- System Preservation – preserve transportation system to support climate resiliency

Current Planning Efforts

Bijou Area Plan 1995/In-Process Plan

The community plan is a joint effort between the Tahoe Regional Planning Agency (TRPA), the City of South Lake Tahoe, and the Bijou/Tahoe Community Plan (CP) Team. The CP area extends from Fairway Avenue along Highway 50, just west of Al Tahoe Boulevard as well as the property between Johnson Boulevard and Highway 50. Fundamental to the CP is the conviction that the Bijou/Al Tahoe area should serve as a family-oriented space and recreation center as well as the Town Center for the neighboring community. Key takeaways include:

- The Community Plan serves as a guide for the enhancement of the Bijou/Al Tahoe area as a regional commercial node and tourist area.
- Given the scenic and central location of the Bijou/Al Tahoe area, it is one of the most popular destinations within the Lake Tahoe Basin. This has contributed to environmental, economic, visual and transportation challenges as a rising tourist destination.
- The Community Plan proposed to rectify some of the growing challenges by supporting and encouraging the removal, reconfiguration or relocation of development within the Bijou/Al Tahoe area.
- A series of goals for the Bijou/Al Tahoe area were adopted within the Community Plan
    - » Create a village like atmosphere in the Bijou/Al Tahoe area and establish buffers between the four districts
    - » Maintain a balance between economic health and the environment
    - » Improve traffic circulation and parking. Reduce dependency on the automobile and improve the movement of people, goods and services within the Plan Area.
    - » Ensure that physical development is consistent with the environment and ecology of the area.
    - » Public services and facilities in a specific area.
    - » Preserve high quality family oriented recreational experience of the Bijou/Al Tahoe area.



Community programs are offered at the existing senior center.

Bijou Area Plan Amendment

Underway

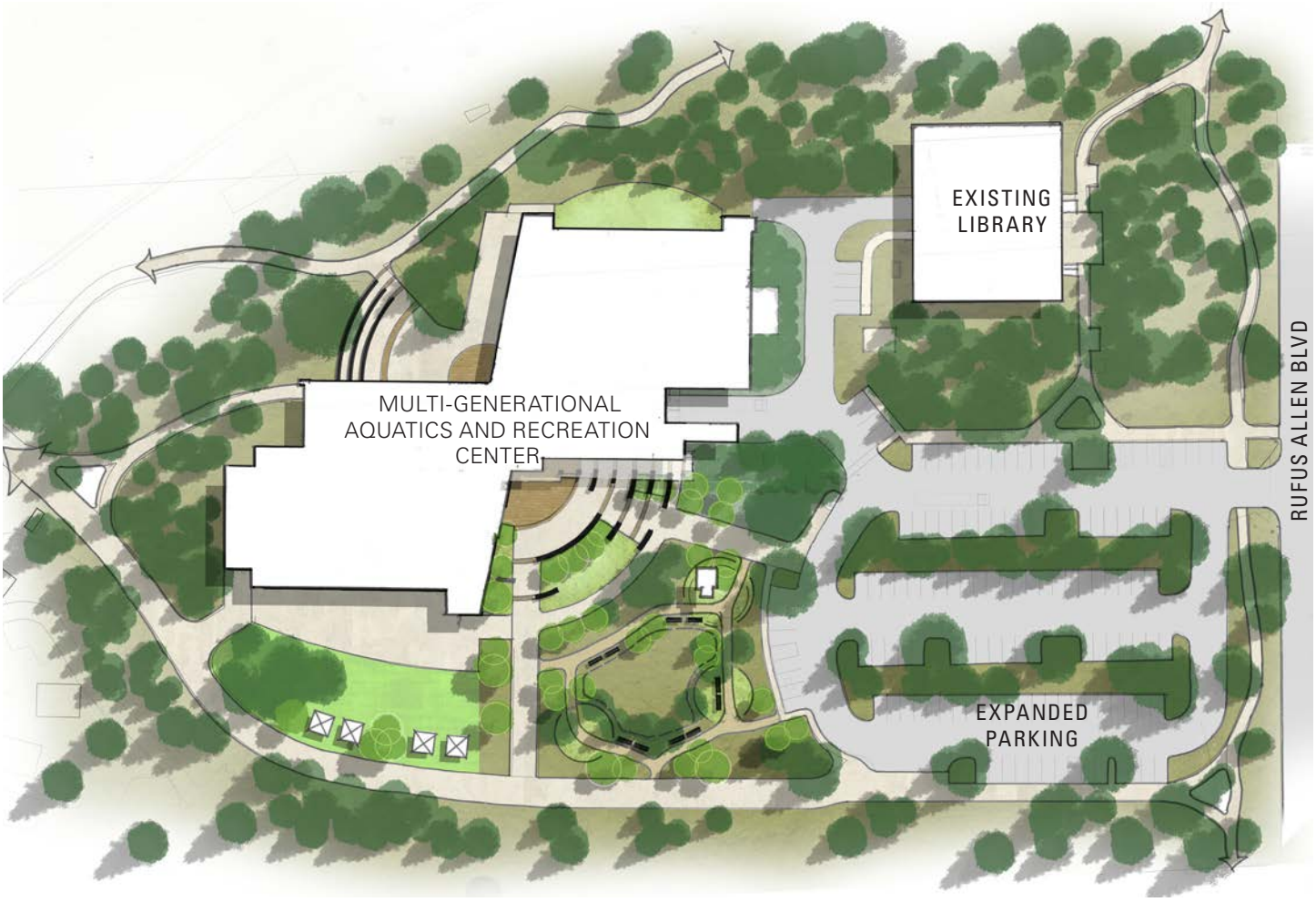
South Lake Tahoe Recreation and Swim Complex

The existing South Lake Tahoe Recreation and Swim Complex sits on City land at what is known as the 56 Acres site. The site is comprised of four parcels totaling 56.35 acres. The County of El Dorado owns 73% of the project site, while the City owns 27%. In 1973, a grant deed was executed by both agencies stating the "property should be used exclusively for public park, recreation, cultural and visitor information purposes. The City of South Lake Tahoe desires to construct the new recreation center in a different location on the 56 Acres site - providing a continuation of current recreation center.

Built in 1971, the South Lake Tahoe Recreation and Swim Complex has never had a major renovation and many building systems and components are reaching the end of their usable life. The facility is inadequate for the current and future needs and demands of the City's recreation programs.

The project is the planning and design of a new community center to include:

- Aquatics
- Fitness
- Gymnasium
- Running track
- Senior center
- Meeting, multi-purpose, and classroom space



Schematic site plan of the new Multi-generational Aquatics and Recreation Center

How does the Multi-generational Aquatics and Recreation Center relate to the 56 Acres Master Plan?

The Multi-generational Aquatics and Recreation Center project focuses on the programming, design, and construction of the new recreation, aquatics, and senior center building. The new building will be located along Lake Tahoe Boulevard with views of the lake. The 56 Acres Master Plan project has been coordinated with the Multi-generational Aquatics and Recreation Center project for the building location and also provides recommendations for trails, recreation and civic uses for the entire project area.



Existing Conditions

56 Acres is bordered on the north by Lake Tahoe, on the east by Rufus Allen Boulevard, and on the south by a residential neighborhood. These connections create an interconnected trail network that allows visitors and residents alike to access the numerous beaches, recreation areas, and public amenities all located under a mile from the project area.

DEMOGRAPHIC PROFILE

Population Growth

2020 South Lake Tahoe Population: 23,145

The population in South Lake Tahoe is projected to increase at a rate of 0.7% between 2020 and 2025. By comparison California has a population growth rate of 0.55% and the nation has a growth rate of 0.72%.

In 2020 the City also had a daytime population 6% larger than the total population.

Ethnic Makeup

2020 South Lake Tahoe Diversity Index: 72.1

South Lake Tahoe ranks 72.1 on the diversity index, which summarizes an area's racial and ethnic diversity. By comparison the state of California ranks at 83 and the national diversity index is 65.

32.8% of City residents are of Hispanic/Latino origin. 70.3% of residents are White only.

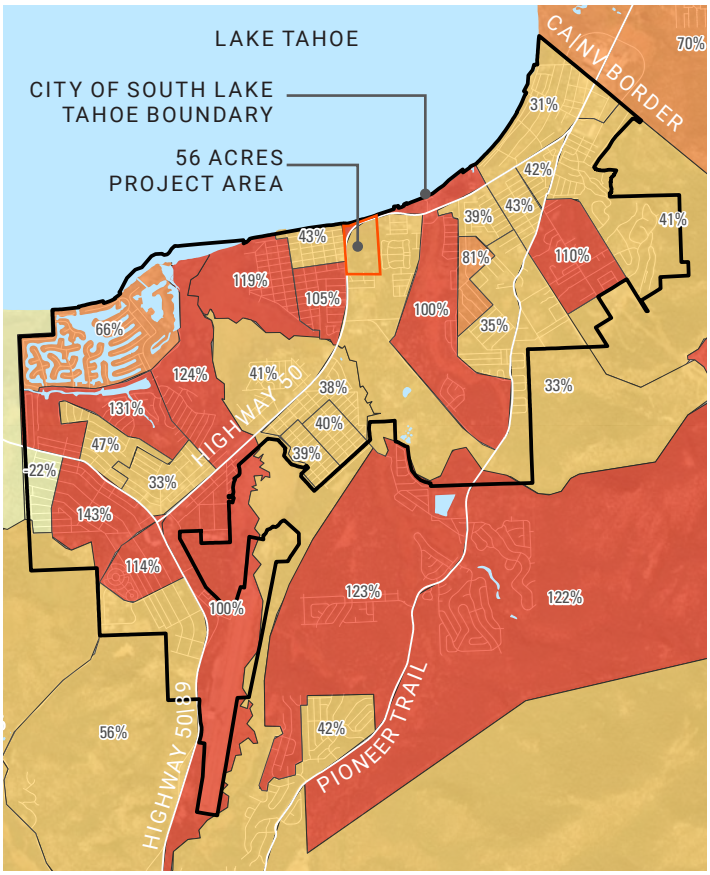


Figure 2: 2020-2025 Population Growth Rate by Block Group
Source: ESRI

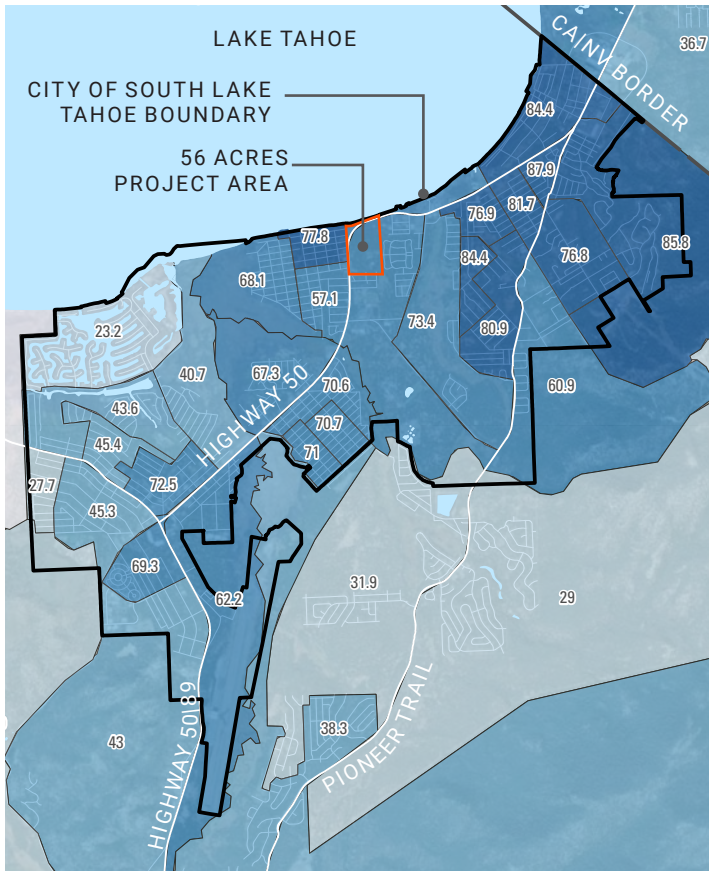


Figure 3: 2020 Diversity Index by Block Group
Source: ESRI. Note: Diversity index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

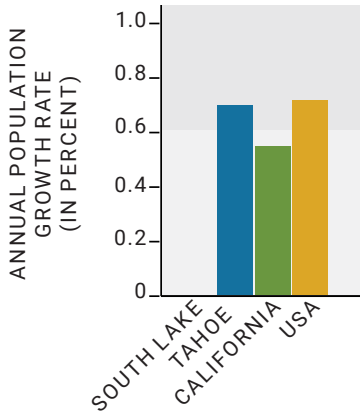


Figure 4: South Lake Tahoe 2020 Population Growth Rate

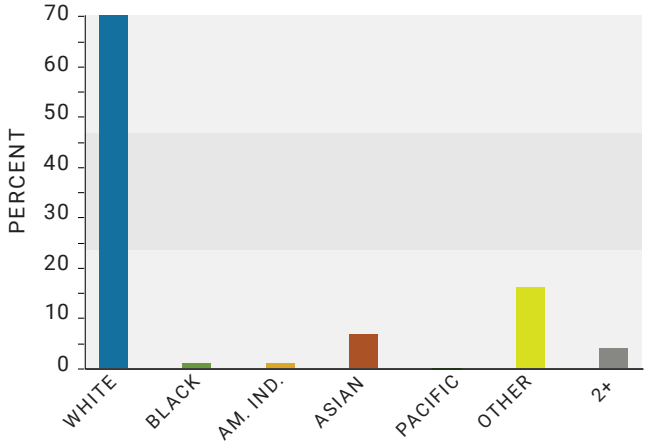


Figure 5: South Lake Tahoe 2020 Population by Race

Age

2020 South Lake Tahoe Median Age: 37.3

The median age in the City of South Lake Tahoe is slowly increasing – the median age was 35.6 in 2010; 37.3 in 2020; and is projected to be 38.0 in 2025. Overall 80.9% of the City's population is age 18 or above.

Household Income

2020 South Lake Tahoe Median Household Income: $52,517

South Lake Tahoe has a total of 9,622 households in 2020 with an average size of 2.37 people. Median household income is projected to increase to $56,429 in 2025. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

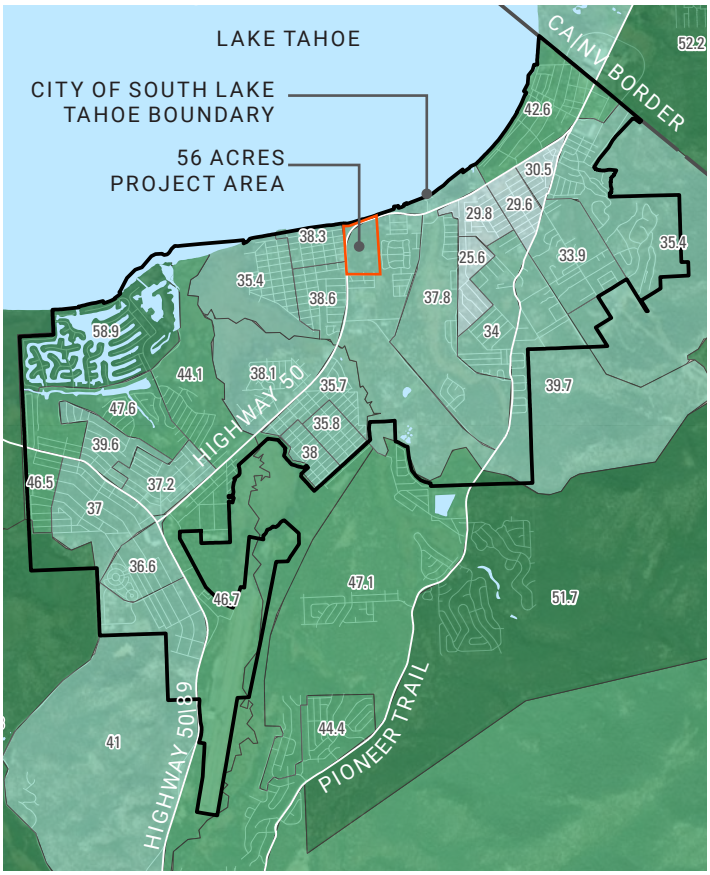


Figure 6: 2020 Median Age by Block Group
Source: ESRI

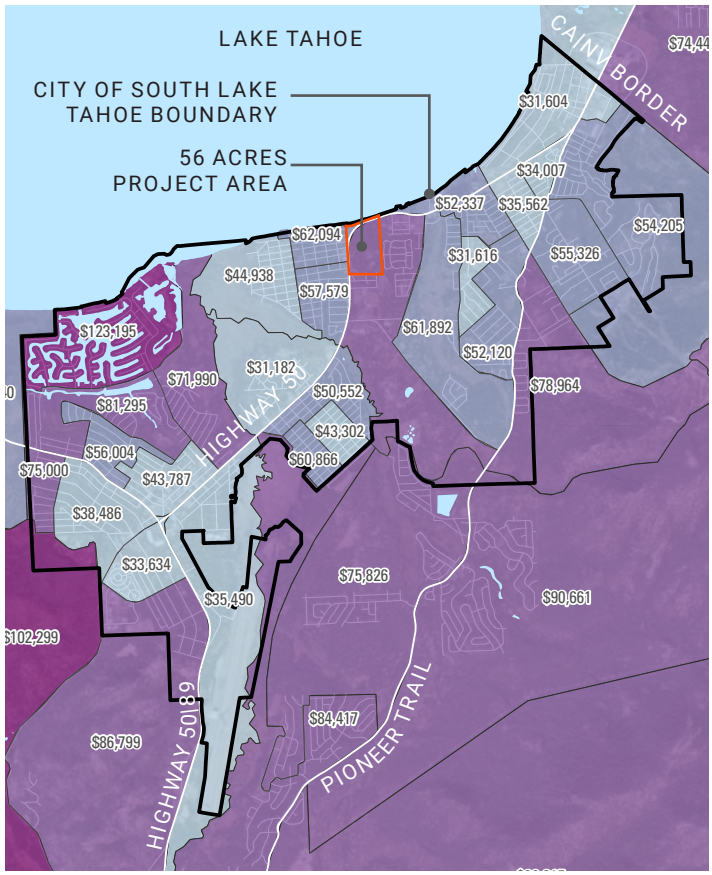


Figure 7: 2020 Median Household Income by Block Group
Source: ESRI

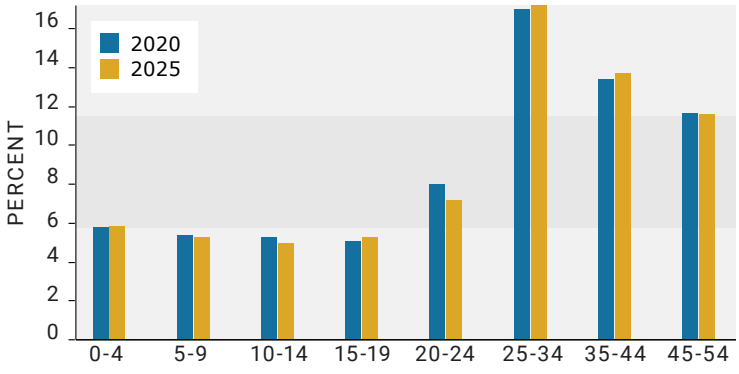


Figure 8: South Lake Tahoe 2020 Population by Age

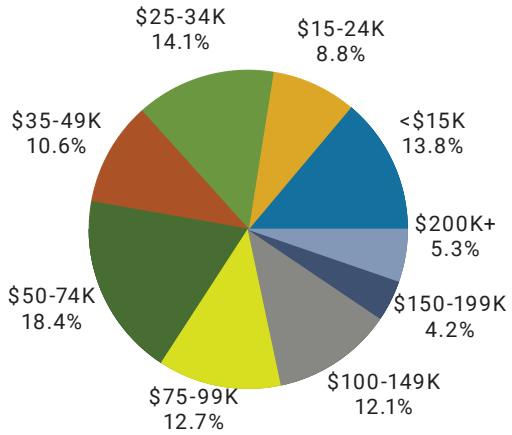


Figure 9: South Lake Tahoe 2020 Household Income

CONTEXT SCALE MAPPING

Public Access and Recreation

Numerous recreational activities are located adjacent to 56 Acres. Both Regan Beach and Lakeview Commons are located within walking distance from the park and contain a host of public amenities such as:

- Beach
- Amphitheater
- Grassy Lawn
- Sand Volleyball Court
- Dog Water Park
- Playground
- Observation Deck
- Picnic & BBQ Areas
- Boat Launch
- Public Plaza

In addition to public beaches, the project site is located just north of Bijou Community Park. Bijou Community Park boasts a dog park, skate park, bike park, open meadow areas, disc golf, basketball courts, and a historic railroad exhibit among other public amenities.

Site Context and Ownership

The site is in the heart of South Lake Tahoe on a mix of City and County land. The site is bordered on the north by Lake Tahoe, on the east by Rufus Allen Blvd, and a residential neighborhood. To the south is the Al Tahoe Ballfields, Middle School, Boys and Girls Club and another residential neighborhood, to the west is Highway 50 and Harrison Avenue commercial district. Highway 50 bisects the site.

To the east of the project site lies Bijou Golf Course, Bijou Community School, and Bijou Community Park. To the southwest lies the Upper Truckee River Marsh and Restoration Area and Trout Creek.



Figure 10: Public Access and Recreation


CONOLLEY BEACH/TIMBER COVE MARINA
ALTA MIRA PUBLIC ACCESS PROJECT AREA
US 50/LAKE TAHOE BLVD.
FAIRWAY DR
BLACKWOOD RD
LIBRARY
56 ACRES PROJECT AREA
CAMPGROUND
RUFUS ALLEN BLVD.
BIJOU PINES RESIDENTIAL
PICKETT AVE
BIJOU GOLF COURSE
GLENWOOD WAY
ICE ARENA
SLT REC & SWIM COMPLEX PLAYGROUND
BIJOU COMMUNITY SCHOOL
RESIDENTIAL
ST THERESA CATHOLIC CHURCH
AL TAHOE BALLFIELD
LYONS AVE
BOYS & GIRLS CLUB
Bijou Creek
SPRUCE AVE
TENNIS COURTS
JOHNSON BLVD
BALLFIELDS
SOUTH TAHOE MIDDLE SCHOOL
TRACK & FIELD
AL TAHOE BLVD.
BIJOU COMMUNITY PARK
• DOG PARK
• SKATE PARK
• BIKE PARK
• PICNIC & BBQ
• DISC GOLF
• BASKETBALL COURT
• VOLLEYBALL COURTS
• HISTORIC RAILROAD EXHIBIT
• OPEN MEADOW
• PLAYGROUND
BIJOU COMMUNITY PARK

Connectivity

The 56 Acres Master Plan project site is centrally located and boasts several local and regional trail connections.

Bicycle

The park includes three levels of bicycle facilities. An existing Class II bike lane can be found running along Highway 50, the northern and western boundaries of the site. An existing Class III bike route runs along Rufus Allen Boulevard on the park's eastern boundary, and a Class I shared-use path meanders through the path as well as Lakeview Commons.

Pedestrian

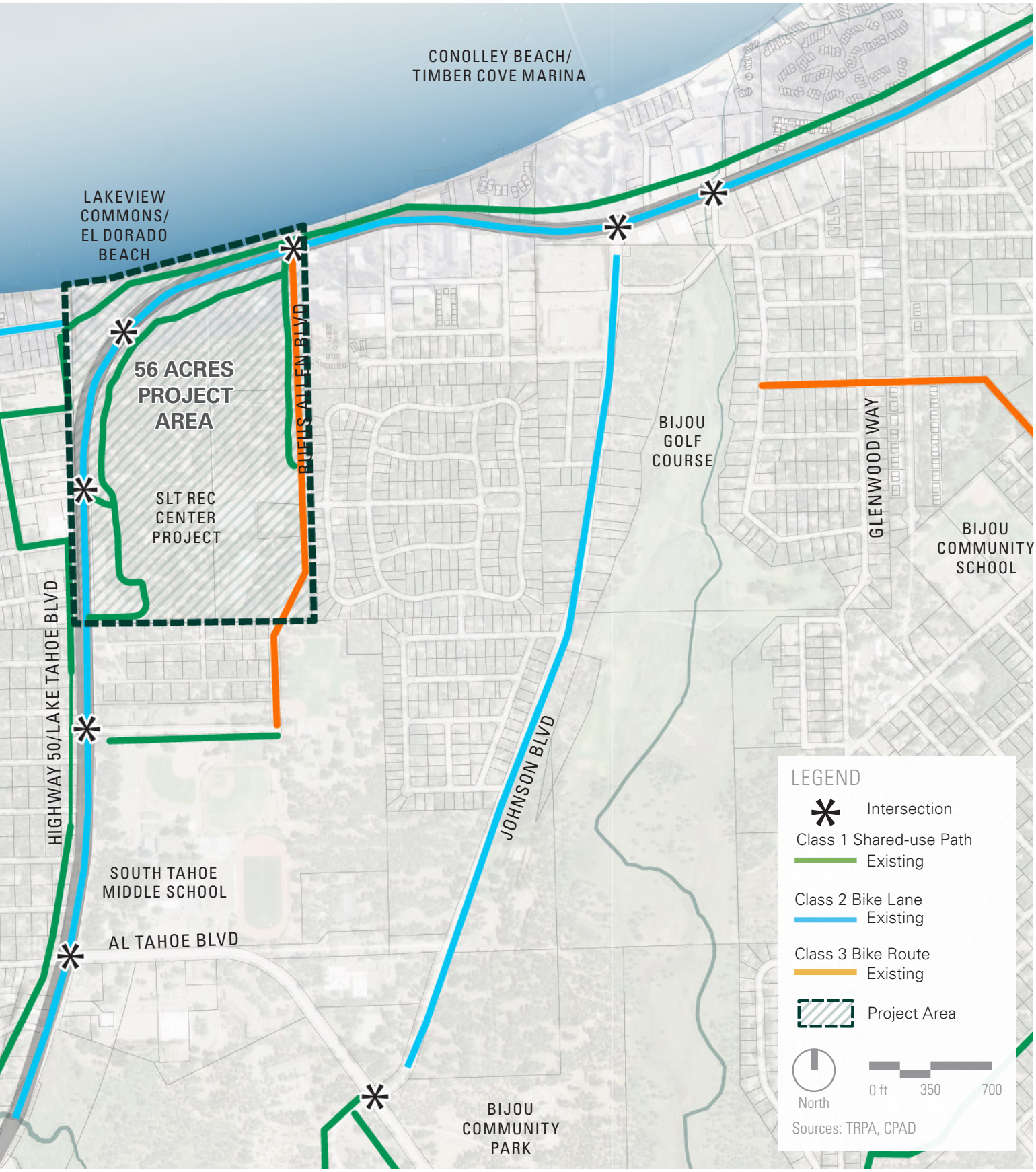
Pedestrian circulation on site relies on the Class I shared-use path that runs throughout the park as well as across Highway 50 in the Lakeview Commons area. The shared-use path extends east to Ski Run Boulevard and continues south past the site on Highway 50.



Class 1 Path along Highway 50, adjacent to 56 Acres



Figure 11: Bicycle and Pedestrian Connectivity


CONOLLEY BEACH/
TIMBER COVE MARINA
LAKEVIEW
COMMONS/
EL DORADO
BEACH
56 ACRES
PROJECT
AREA
SLT REC
CENTER
PROJECT
RUFUS ALLEN BLVD
BIJOU
GOLF
COURSE
GLENWOOD WAY
BIJOU
COMMUNITY
SCHOOL
HIGHWAY 50/LAKE TAHOE BLVD
JOHNSON BLVD
SOUTH TAHOE
MIDDLE SCHOOL
AL TAHOE BLVD
BIJOU
COMMUNITY
PARK
LEGEND
Intersection
Class 1 Shared-use Path
Existing
Class 2 Bike Lane
Existing
Class 3 Bike Route
Existing
Project Area
North
0 ft
350
700
Sources: TRPA, CPAD

Walking Distances and Beach Access

The project site is centrally located and boasts a strong pedestrian network with connections to numerous public beaches and lake access. Within only a third of a mile, visitors to the park can reach both Lakeview Commons and El Dorado Beach. Also conveniently located are Conolley Beach and Regan Memorial Beach, located 0.7 miles to the east and 0.9 miles to the west, respectively. Upper Truckee Marsh lake access is the furthest away from the project site, but at 1.2 miles to the west, it's still very much a pedestrian destination.

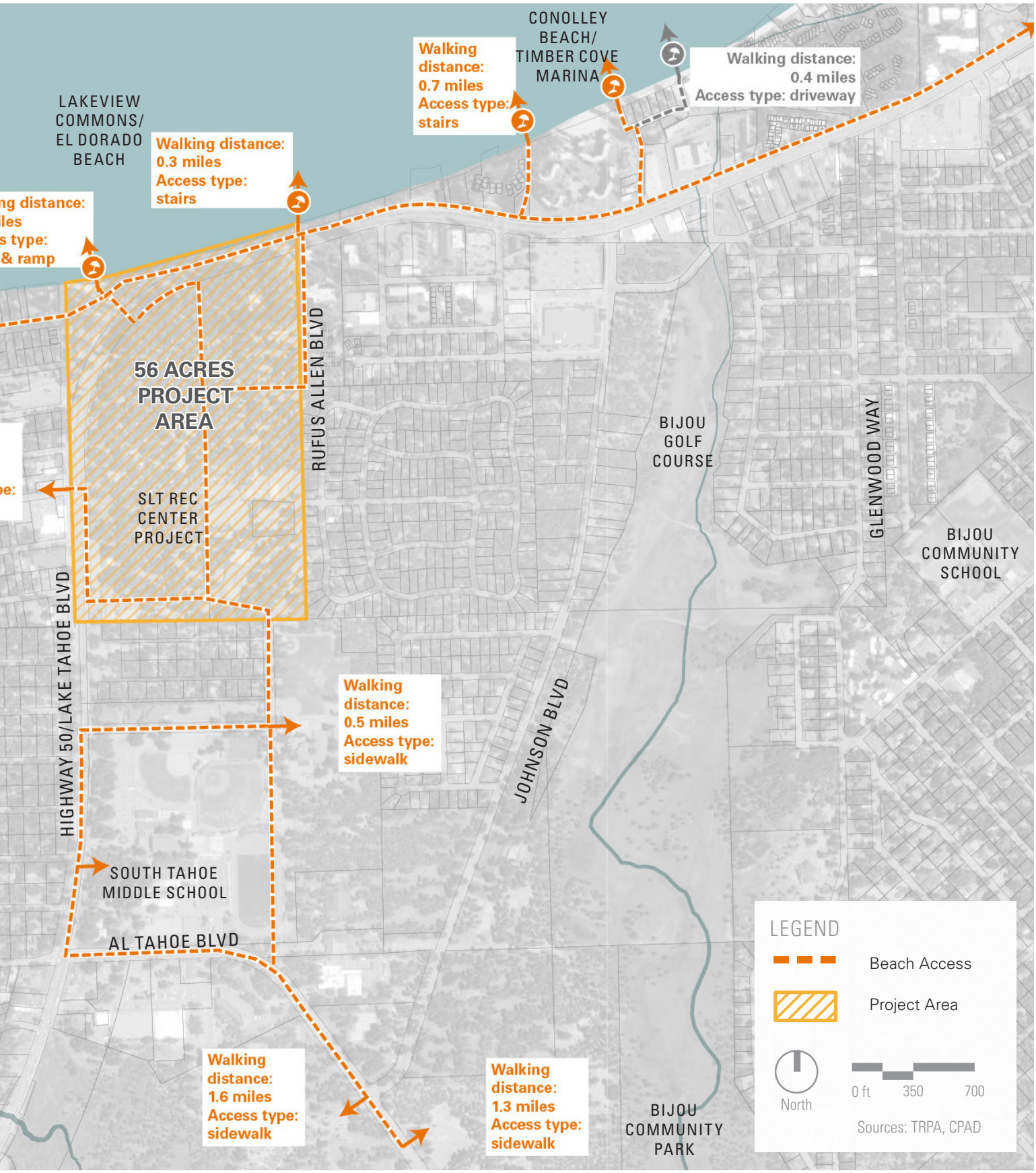
Aside from beaches, the shared-use path and trail connections extend in every direction from the park. Sidewalks surround South Lake Tahoe Middle School located just south of the project site and a 0.5 mile sidewalk cuts across the site's southern boundary adjacent to the school property. Pedestrians are able to access Bijou Community Park in 1.3 miles via sidewalk and Ski Run Boulevard in 1.2 miles via sidewalk along Highway 50.



Wayfinding signage along Harrison Avenue.



Figure 12: Walking Distances and Beach Access


LAKEVIEW COMMONS/ EL DORADO BEACH
Walking distance: 0.3 miles Access type: stairs
CONOLLEY BEACH/ TIMBER COVE MARINA
Walking distance: 0.7 miles Access type: stairs
Walking distance: 0.4 miles Access type: driveway
56 ACRES PROJECT AREA
SLT REC CENTER PROJECT
RUFUS ALLEN BLVD
BIJOU GOLF COURSE
GLENWOOD WAY
BIJOU COMMUNITY SCHOOL
HIGHWAY 50/LAKE TAHOE BLVD
Walking distance: 0.5 miles Access type: sidewalk
JOHNSON BLVD
SOUTH TAHOE MIDDLE SCHOOL
AL TAHOE BLVD
Walking distance: 1.6 miles Access type: sidewalk
Walking distance: 1.3 miles Access type: sidewalk
BIJOU COMMUNITY PARK
LEGEND
Beach Access
Project Area
North
0 ft
350
700
Sources: TRPA, CPAD

SITE SCALE MAPPING

Site Ownership

The project is jointly owned by the City of South Lake Tahoe and El Dorado County. While the County owns most of the project site, the City maintains an area for maintenance and the Recreation Center. Adjustments will be made in an updated lease agreement between the City and County.





Existing facilities on site.

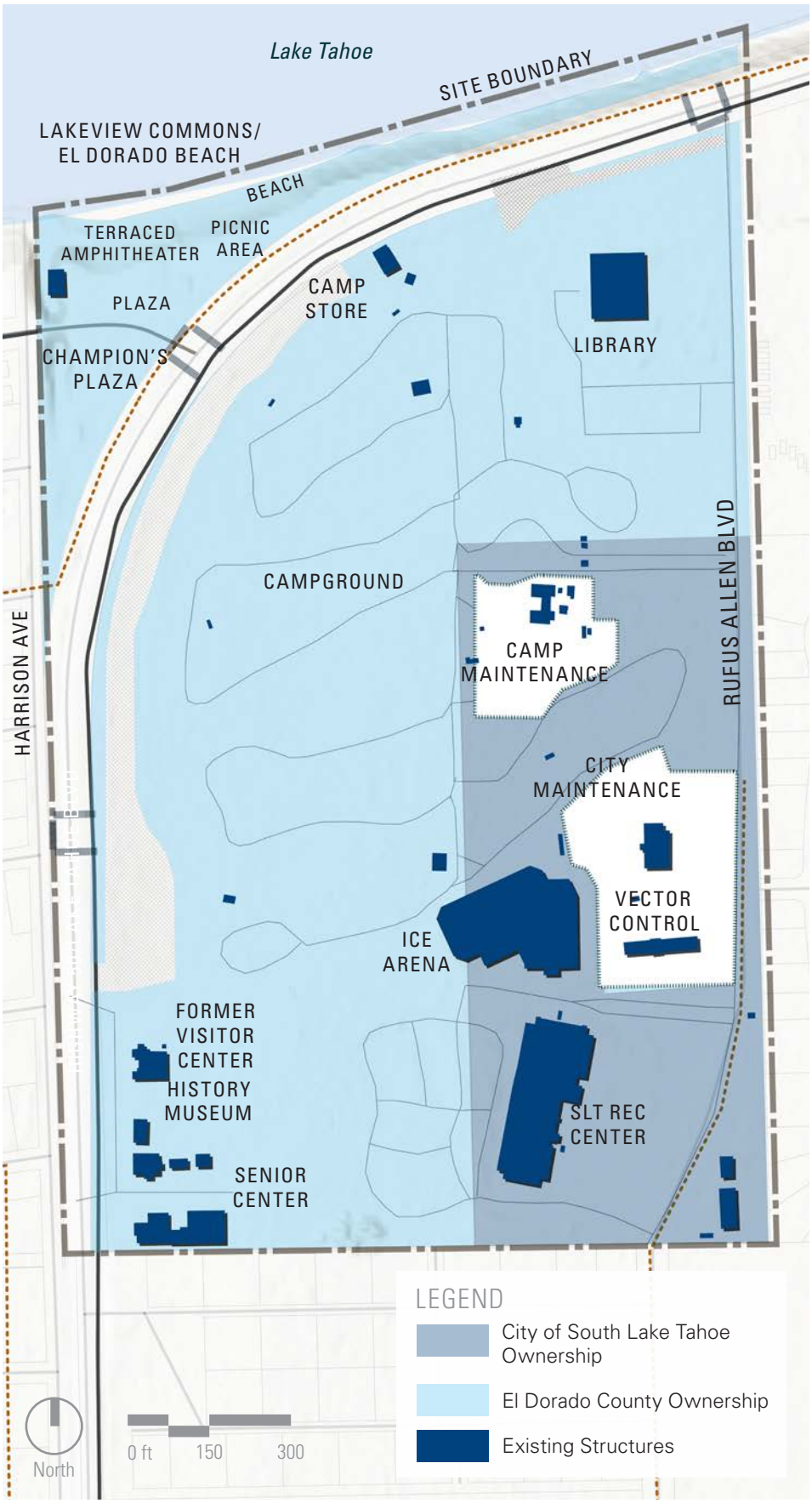


Figure 13: Site Ownership Map

Site Structures

Numerous structures are currently located within the project area. Building relocation and removal was considered after significant county and city input, as well as planning and collaboration with co-current projects on site such as the Multi-generational Aquatics and Recreation Center.

The future for each building within the park is variable. Some site structures will remain, some will be relocated, and others will be completely removed altogether. Structures such as the Ice Arena will remain in the same location whereas numerous campground and county maintenance buildings will be removed. Other buildings that will remain include the library, ambulance service, Art League, History Museum, and Osgood Toll House & Log Cabin.





Existing buildings on site.

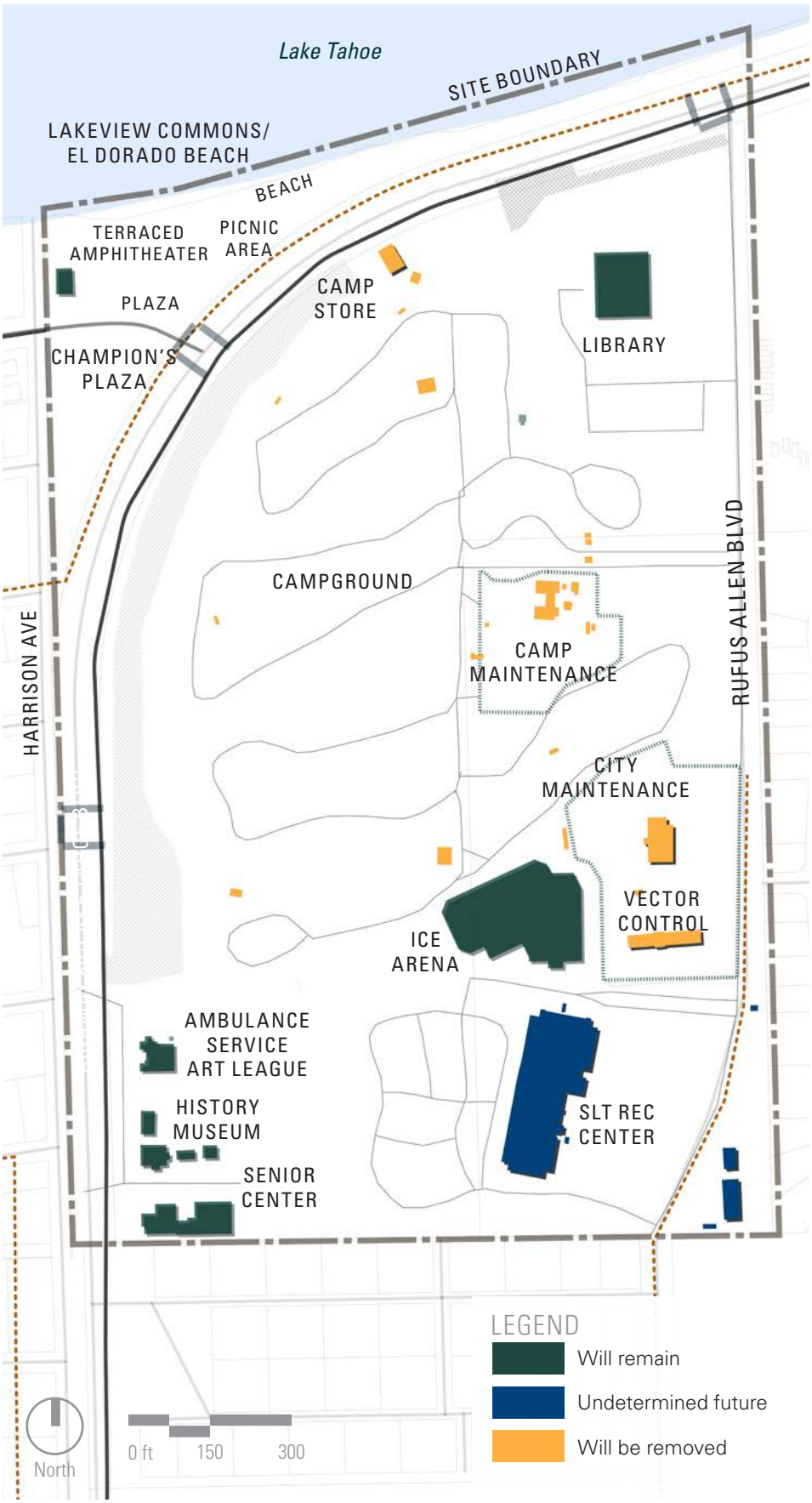


Figure 14: Site Structures Map

Land Coverage and Tree Canopy

The Site Coverage Plan (Figure 15) was developed by Cardno from multiple survey and engineer maps/drawings. This drawing is intended for general planning purposed only for the "56 Acres Park Master Plan" and required TRPA coverage. A new survey conducted by a California licensed land surveyor shall be completed for any subsequent implementation projects.

Reference drawings and process for combination and rectification:

1. Turner & Associates survey drawings - "9190000topo" and "campground_topo_turner." Cardno translated and rotated the "campground_topo_turner" drawing to the "9190000topo" drawing based on parcel lines provided in the drawings. Information within the drawings stated that the coordinate system used was nad 83 zone ii California State Plane Coordinate System.

2. Drawing "rhaa_plan" - Cardno added "rhaa_plan" containing linework for the Lakeview Commons area to the above Turner survey drawings. Cardno translated and rotated "rhaa_plan" to best fit the Turner survey drawings using common linework.

3. Psomas survey "20201102-tp-jj" - this drawing was received after the above. Information within the drawing indicated that this drawing, which occupied a portion of the Turner survey drawings, was also the most recent survey drawing (completed in 2020). Linework from previous drawings was updated to match Psomas drawings where discrepancies were noticed.

4. Caltrans Highway 50 as built and design drawings - Cardno received these drawings in pdf form. These drawings were older and some were located outside of the project area information.

5. Google Earth - Google Earth was used for areas along Highway 50 and in the triangle parcel south of Lakeview Commons where survey/map information was missing. A Google Earth photo was underlaid in the AutoCAD drawing and conformed to linework. AutoCAD measurements were taken on the Google Earth photo to verify conformance and then the missing map features were digitized into the AutoCAD drawing. Final measurements were taken on digitized linework to verify accuracy.

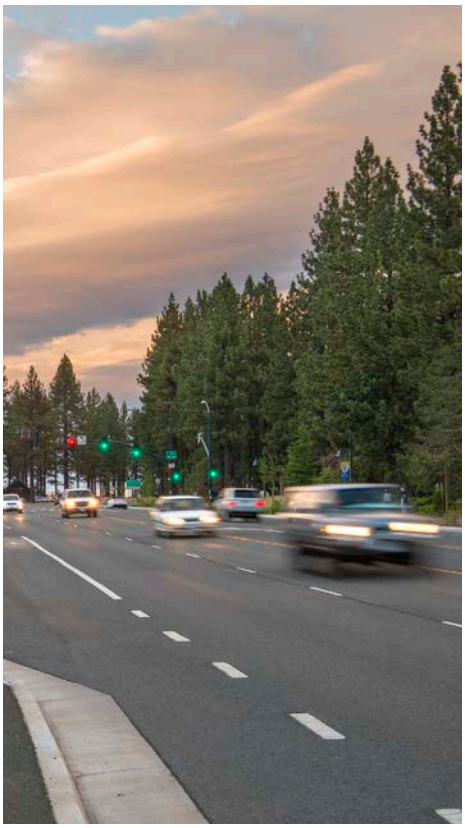


Figure 15: Site Coverage Plan

Site Soundscape

The noise generated by Highway 50 creates a significant challenge to the project site. As seen on the soundscape map to the right, the areas with the most significant noise pollution are those that interface with Highway 50 along the northern and western site boundaries. Rufus Allen Boulevard on the park's eastern boundary is also a significant source of noise pollution.

The project site's significant tree cover protects the interior from high noise levels generated by the busy roads surrounding the park. However, much of the northern areas on site are still subjected to disruptive noise levels and only the very interior of the site remains largely noise free.



Highway 50 Streetscape

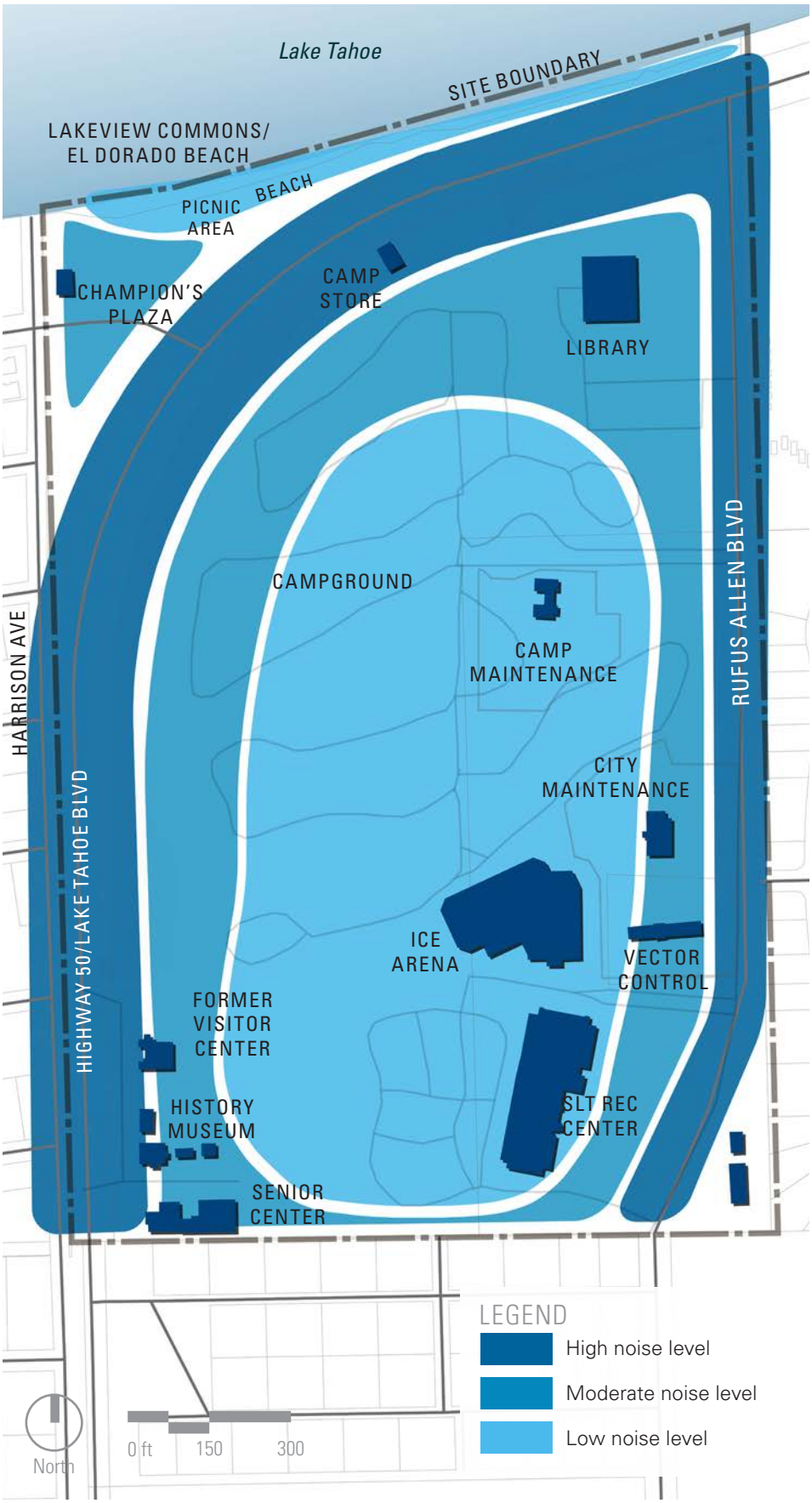


Figure 16: Site Soundscape Map



Site Analysis

This section describes the current physical conditions and environmental aspects of the site. This information, which was collected and observed during the early stages of the design process, allowed our team to have informed conversations with stakeholders and advanced the master plan.

EXISTING CONDITIONS

The Heart of South Lake Tahoe

The current 56 Acres site lies in the heart of South Lake Tahoe. The park is bordered to north and west by Highway 50, to the east by Rufus Allen Blvd. and to the south by a neighborhood. The project site can take advantage of amenities such as expansion of Lakeview Commons directly across Highway 50 to the north and strengthen connections to the Harrison Avenue commercial district along the western border.

Currently, 56 Acres contains a centrally located campground with over 170 tent and RV sites. Camp maintenance as well as County maintenance and Vector Control border the campground, at times to the detriment of the adjacent campsites and public areas. Two modest parking areas are located on both the north and south ends of the site.

Class I and Class II bicycle facilities surround the project site. The Class I shared-use path runs adjacent to Highway 50 and often suffers from noise, traffic, and exhaust pollution.



"Registered Guests Only" sign at Campground by the Lake.

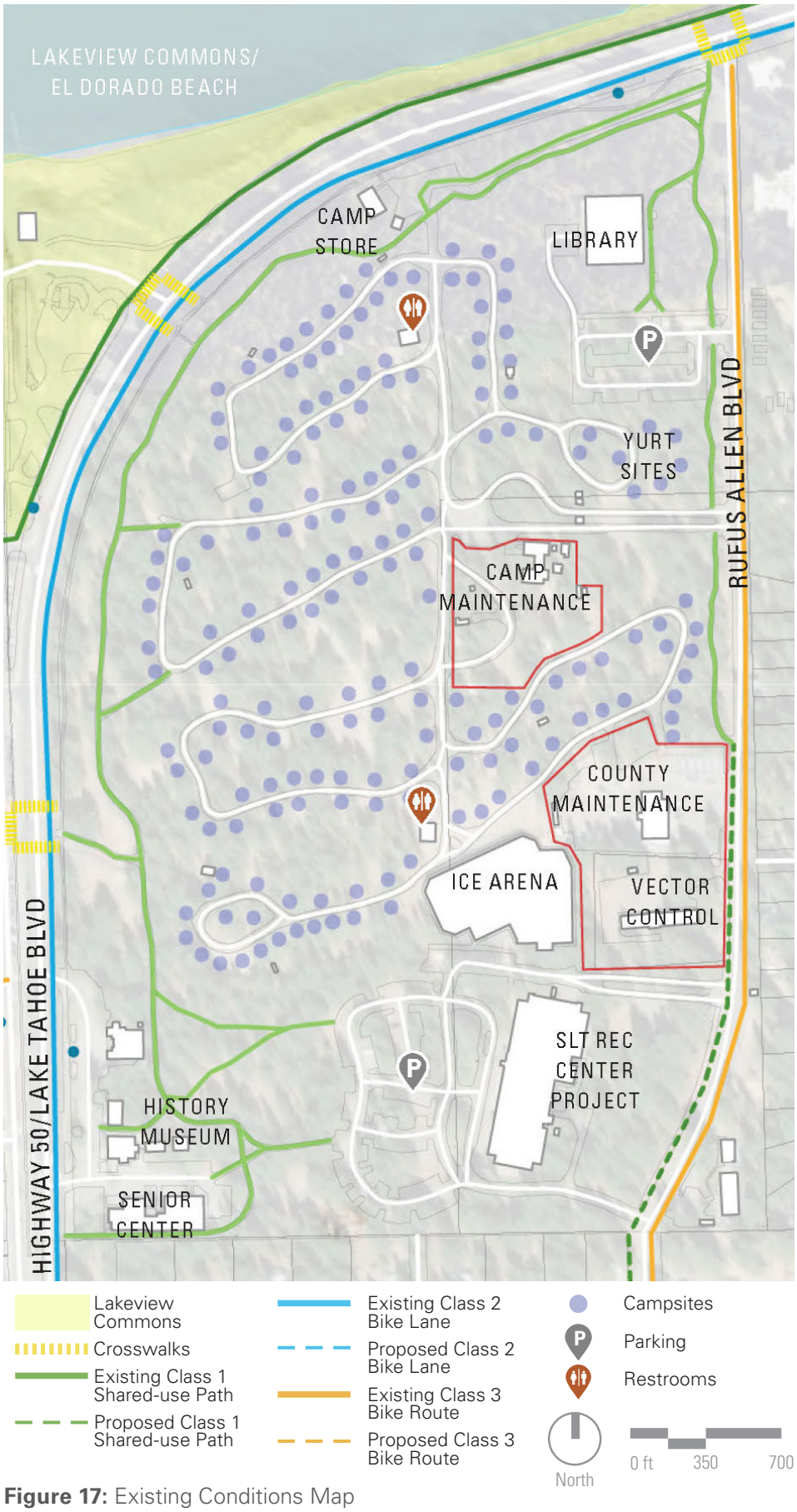


Figure 17: Existing Conditions Map



Class I path and covered bus shelter located on Highway 50 in front of the existing library.

SITE CONDITIONS



Recreation & Swim Complex

The South Lake Tahoe Recreation and Swim Complex has a variety of fitness rooms, meeting rooms, a gymnasium, and swimming pool. As well as an outdoor playground, basketball, and volleyball courts. A new, relocated Multi-generational Aquatics and Recreation Center is currently being planned on 56 Acres.



Ice Arena

The Ice Arena is owned by the City of South Lake Tahoe and managed by a private operator. It is the only year-round indoor ice arena in the region and the facility hosts a variety of programs and teams that attract locals and visitors.



Campground at the Lake

The campground is operated by the City and has been a part of the site since the 1960s. It is one of the most popular campgrounds in the area. A separate maintenance area is currently included within the campground.



Library

The South Lake Tahoe Library is part of the El Dorado County Library system. In addition to loaning print and digital media, the library hosts many community groups and events.



Fire Training Facility

The South Lake Fire Department uses this facility for training exercises. This building has been used for many different purposes over the years.



Vector Control & Public Works

In the future, El Dorado County's Vector Control facility will be relocated and the City's Public Works facility may be scaled down in size. The City's Public Works facility houses snowplows and the central location makes snow work more efficient.



Lakeview Commons

Lakeview Commons was opened in 2011 providing improvements to eroding shoreline at El Dorado Beach. The park hosts a variety of events and is one of the most accessible beaches in the area.



Lakeview Commons Phase 2

Unbuilt, proposed improvements to the shared-use path and beach accessibility east of Lakeview Commons, connecting to public land owned by the California Tahoe Conservancy, will create more useable space at the park and improve bicycle/pedestrian access.



Highway 50 Frontage

A recent 4-year $52M improvement project along Highway 50 by Caltrans included new sidewalks, landscaping, lighting, and stormwater basins on site. Highway 50 is a major feature of the 56 Acres site, dividing Lakeview Commons from the rest of the site. It discourages pedestrian traffic due to limited crossings and fast road speeds.



Ambulance Service, Art League, History Museum, Osgood Toll House & Log Cabin

Clustered in the southwest part of the site the Tahoe Art League and the Lake Tahoe Historical Society operate an art gallery and museum. The Historical Society cares for two historic buildings as well; the Osgood Toll House and a log cabin. Recently, the City entered into a 5-year lease with an ambulance service at former Visitor Center building.



Senior Center

The City of South Lake Tahoe Senior Center is an activity center that brings social, recreational, and educational opportunities for older adults. The Senior Center also facilitates the El Dorado County Senior Nutrition Program.



Water Tower

The water tower, located southwest of the library, dates from the 1930s. It was originally built to provide pressurized water to campers before South Lake Tahoe had a water company.



The historic 1930s log cabin is used by the Historical Society to house additional artifacts that do not fit in the museum.



The Campground by the Lake is well-loved and has potential for improvements to the camping experience.

OPPORTUNITIES AND CONSTRAINTS

Opportunities

Recent improvements to the Harrison Avenue commercial district, Highway 50 frontage, and Lakeview Commons have enhanced the area's visual quality as well as improved walking and bicycling. The 56 Acres project site presents an opportunity for shared parking with the Harrison Avenue commercial district and lake access. Along with enhanced pedestrian crossings and recent bikeway improvements, these developments will increase the vibrancy and mobility of one of the most active areas in South Lake Tahoe. In addition, many of these improvements can be coordinated with adjacent recreation, civic, trail and stormwater projects. This kind of cooperation could not only result in positive community benefits, but reduce capital costs.

Many of the civic uses on site can be consolidated and new civic uses can be included by designing new efficient, effective, and attractive buildings. New and engaging civic infrastructure will reinforce the site's role as a premier civic and recreation destination.

Site Opportunities Overview

- The site is centrally located and close to commercial, residential, and school uses.
- Lakeview Commons has been successful and is loved by both residents and visitors. The full site can accommodate some of the visitor demand while creating a signature park and civic destination in the heart of the city.
- Coordinating improvements with adjacent recreation, civic, trail, and stormwater projects can increase positive community benefits with reduced capital costs.
- Harrison Avenue commercial district improvements have enhanced the area's visual quality and improved walking and bicycling; the site location may present shared parking opportunities for the district.
- Recent bikeway improvements can be continued to eliminate gaps in the network.
- The healthy tree canopy can be preserved for visual character while opening views to the lake and enhancing wayfinding.
- Pedestrian crossings at Highway 50 can be enhanced.
- Civic uses can be consolidated, and more civic uses can be included on the site by designing new efficient, effective and attractive building(s) that reinforce the site's role as a civic and recreation destination.

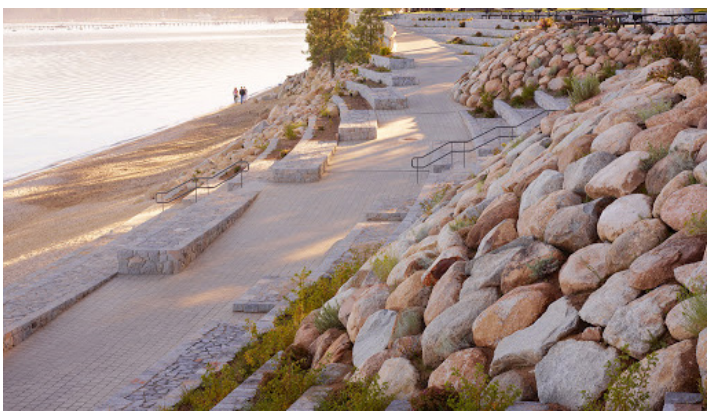
Constraints

Highway 50 creates a significant barrier between Lakeview Commons, the Harrison Avenue commercial district and the larger park site. This results in high volumes of pedestrians and bicyclists on both sides of Highway 50. In addition to isolating desirable lake side amenities, the noise pollution it creates is a detriment to recreation on site. The high visitor use creates wear and tear on Lakeview Commons facilities and the narrow and steep space between the highway and the lake inhibits lake access.

Site Constraints Overview

- Highway 50 creates a barrier between Lakeview Commons/the Harrison Avenue commercial district and the larger park site.
- High visitor use creates wear and tear on Lakeview Commons facilities.
- Uses are spread throughout the site and heavy tree canopy can disorient users and reduce the sense of place.
- Gap in bike trail along Rufus Allen Boulevard.
- High volumes of pedestrians and bicyclists on both sides of the highway pose safety concerns.
- Narrow and steep space between highway and the lake.
- Road noise adjacent to the highway.





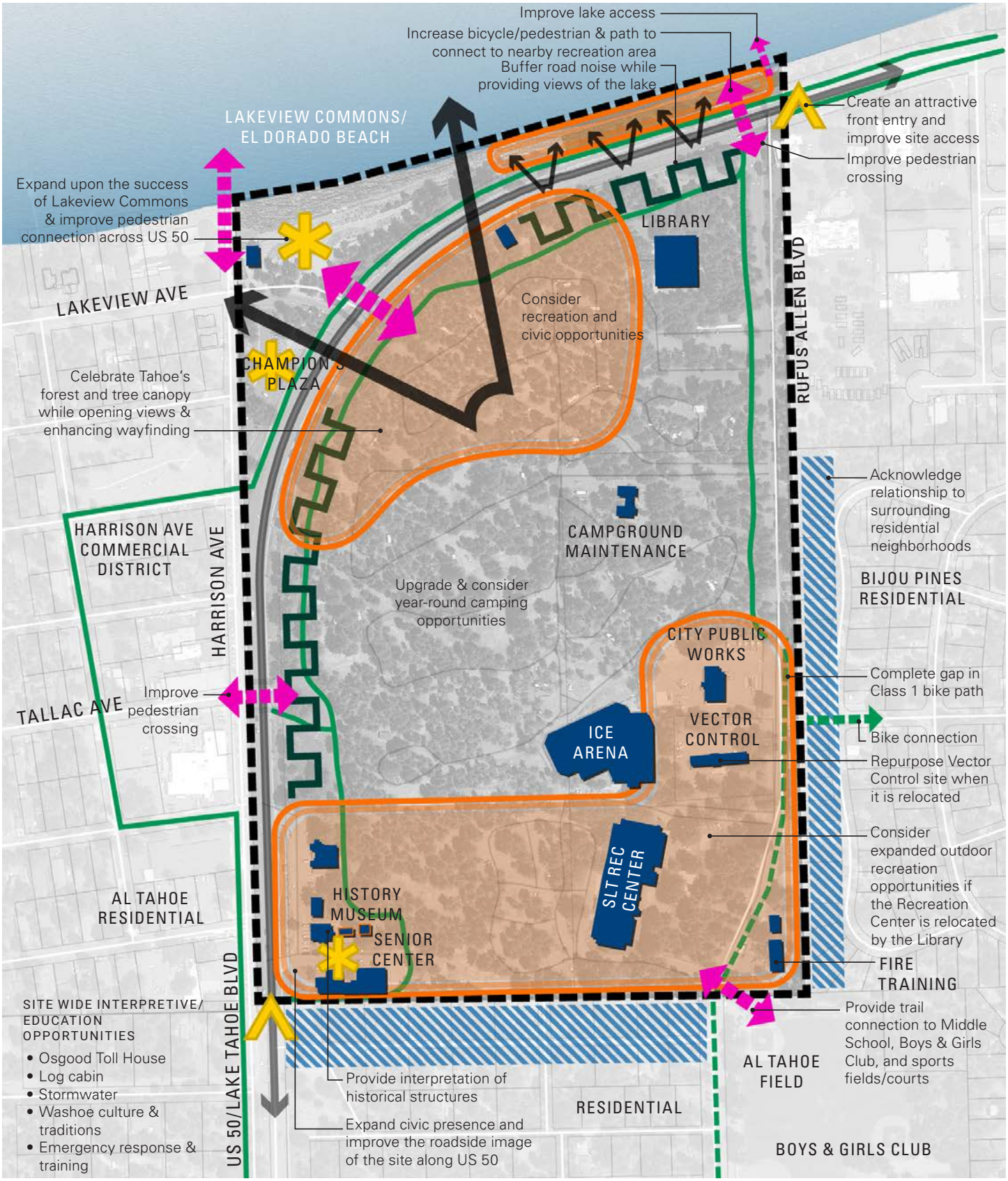


Figure 18: Site Opportunities and Constraints Map


HOW COULD TRAIL CONNECTIONS BE IMPROVED?
56
TAKE THE WALKING TOUR SURVEY
https://arcg.is/S91Tj
STATION G

Public Engagement Summary

A Public Engagement Plan was developed at the beginning of the master planning process to ensure communication throughout the project. The plan considered the best methods of informing the public and involving them in the development of the 56 Acres Master Plan. These methods creatively utilized new digital tools and engagement strategies during COVID-19.

PUBLIC ENGAGEMENT PROCESS

The project team developed a Public Engagement Plan (PEP) to ensure communication occurred throughout the process. The PEP considered the best methods of informing the public and involving them in the development of the 56 Acres Master Plan. The final presentations, exercises and content for each workshop varied from what is identified in the PEP based on feedback from the City and County, but the approach and desired outcomes remained the same.

Overall Engagement Goals

- Be equitable and inclusive.
- Be purposeful.
- Hold events that are approachable for all stakeholders and provide the necessary context.
- Conduct varied and multi-layered strategies to reach a wide and diverse audience and include more personal interaction.
- Provide on-site and self-guided opportunities
- Weave public education into stakeholders and community engagement
- Communicate trade-offs and manage expectations
- Identify and distinguish between recreation and civic goals and stakeholder priorities for the project.
- Clearly differentiate from the Recreation Center engagement effort. Each project will inform one another but allows for individual project focus.
- Learn from and invite participation from campground, civic, mobility, recreation, and other on-site users
- Include implementation partners in project discussions

Metrics of Success

The purpose of stakeholder and community input is to capitalize on the wisdom of the many by gathering balanced input from community members/stakeholders representing all demographic, geographic, and interest groups in the community on values, vision and design specifics. This enables all community members to share in the decision-making process for the long-term success of the community's planning efforts. Concerns and conflicts can be raised in a productive context that will use that information for the betterment of the project. The project team carefully designed the input process to efficiently and effectively gather input to serve the overall outcome.

1 Who is participating?

- How many people?
- How diverse?
- Previously engaged in other City/County efforts?

2 Satisfied with the process and project?

- Positive comments received?
- Easy for people to get involved?
- Did people feel included?

3 Impact of the engagement and outreach

- Impact engagement had on community's knowledge and ability to stay involved
- Better capacity to engage on future projects?
- Did process help the public to consider capital /operational costs as part of decision-making?
- Input gathered align with overall engagement goals?



Advertising banner for websites and online media outlets.

Outreach Methods

The City and County were responsible for properly advertising and marketing the engagement opportunities, and Design Workshop provided the graphic materials for the print and digital campaigns.

DW summarized project content and involvement opportunities in a web based StoryMap The link to the StoryMap was available on the City, County, and Recreation Center project websites.

Stakeholders

Based on the understanding of the stakeholder community, and input from the City and County, stakeholder groups were organized into three groups: key, secondary, and tertiary. Figure 19 shows the arrangement the stakeholders and interested parties into the three groups and visually depicts the grouping and engagement methods for each group. Stakeholder engagement has been a cornerstone in the 56 Acres master planning process.

Project Development Team (PDT)

Bi-weekly meetings were held throughout the process with this group. Staff members of the City, County, and Conservancy provided insights, reviewed project process and interim deliverables, and provided strategies for addressing particular issues or adjustments needed to meet project goals and addressed potential risks or issues. In addition, this team managed administrative issues including contract management; initial review of deliverables and project information before presentations to the stakeholders, and public; provided existing site and project information needed for planning team to conduct their work; and interacted with and provided updates to the City Council and County Board of Supervisors as needed.

Stakeholder Groups

These groups provided more focused input and feedback in a small group setting.

Commission Meetings

Updates to the City and County's Parks and Rec Commissions, City Planning Commission, and City Council were provided by the Planning Team, in coordination with City and County staff, at the end of each engagement window. A summary of the project process and feedback was received and offered with opportunities for direction and insights from the commissions and council meetings. City and County staff provided similar updates to the County Board of Supervisors during the same time-period.



On-site signs in both English and Spanish informed the public of the project.

Target Groups

Of the stakeholders identified, certain groups were essential to target for the success of this project. These included: underrepresented populations (Latinx community, youth and older adults) and coordinating agencies (TRPA, Caltrans, mobility user groups, and recreation users).

Stakeholder Organization



Figure 19: Stakeholder Organization Chart

ENGAGEMENT WINDOW ONE

Listen, Discover & Confirm Goals and Programs

Engagement Window 1 focused on identifying purpose and how information would be used. It took place between October 19, 2020 and November 13, 2020. The goals of Engagement Window 1 were as follows:

- Confirm overall project vision and goals
- Input and feedback on program elements (including scale, location, and character)
- Input and feedback on-site opportunities and potential challenges to be addressed
- Outcomes will be used to generate conceptual alternatives presented in conjunction with the Recreation Center concepts during Engagement Window 2
- Gain initial input on priorities

Survey

Community and Visitor Survey: November 2-22, 2020

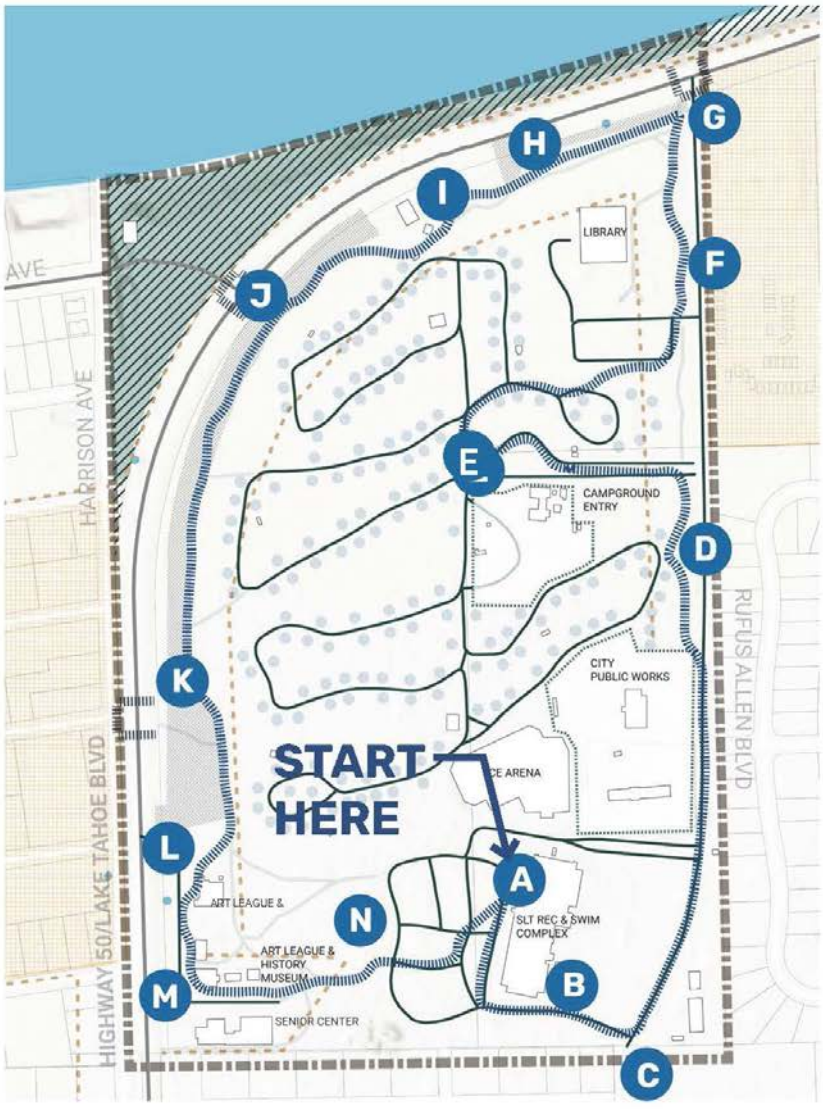
An online survey was coordinated with workshop information to get input from locals, part-time residents, and visitors on project vision, goals, and program elements.



Flyer for Workshop #1

TAKE THE SELF-GUIDED TOUR & SURVEY

STARTS NOVEMBER 2 - NOVEMBER 20
Daily 8:00AM - 6:00PM



SCAN QR CODE TO TAKE THE SURVEY ON-LINE

How to Participate

1. Pick up a Self-Guided Tour Packet outside the Recreation and Swim Center (available daily 8:00AM - 6:00PM, Nov. 2-20)
2. Start the tour at Station A by answering the survey questions in this packet.
3. Follow the site walk path. When you reach a lettered site walk sign, fill in the corresponding questions in your Self-Guided Tour Packet.
4. Imagine new possibilities for 56 Acres and have fun!
5. Return your Self-Guided Tour Packet to the drop box outside of the Recreation and Swim Center no later than November 20.
6. Share with friends and family and help shape the future of 56 Acres in the heart of South Lake Tahoe. They can take the survey either on-line at the below link or by taking their own self-guided tour with survey.

EXPLORE THE PROJECT WEBSITE BY SCANNING THE QR CODE ON THE RIGHT. SHARE WITH FRIENDS AND FAMILY.

HTTPS://BIT.LY/3MXYTQW (SURVEY)

HTTPS://ARCG.IS/S91TJ (WEBSITE)

56 ENVISION 56 ACRES CITY OF SOUTH LAKE TAHOE | EL DORADO COUNTY

Flyer for the Self-Guided Walking Tour and Survey



Visitors participate in the Self-Guided Walking Tour

Walking Tour

This on-site self-guided walk was designed to meet all COVID-19 safety protocols. People were invited to participate in the self-guided tour between November 2-22, 2020.

Printed maps and project information with QR codes and survey link were distributed throughout the project site for a walk-through workshop. Boards at the Recreation Center covered project background, site analysis and mapping, previous work, and goals. The same information was also available online through the project StoryMap and via online survey for broader input options.







Figure 20: Bilingual Public Webinar Banner

Public Webinar

A public webinar was conducted on November 10, 2020 through the online platform Zoom. The presentation content and agenda was as follows:

- Virtual meeting format through Zoom.
- The team gave a short presentation to walk through the project information and background materials and asked some interim questions, opened up for Q&A, and directed people to the online survey.


56 ENVISION 56 ACRES MASTERPLAN

Project Website: www.arcg.is/S91Tj

STAKEHOLDER INVITATION

The City of South Lake Tahoe, El Dorado County, and California Tahoe Conservancy are collaborating to create a Master Plan for the 56 Acres site. The 56 Acres Master Plan is a long-range planning document to guide the development of civic facilities, trails, open space, campground improvements, phasing, and funding.

We are requesting your participation as a stakeholder for the 56 Acres Master Plan to gain a better understanding of the needs, values and anticipate future demands for the site. Additional project information is attached along with a list of discussion topics. We would like to set up a 30-minute virtual stakeholder interview sometime between November 30 and December 4, 2020. Please email Ben Fish (bfish@designworkshop.com) with your availability for a 30-minute web meeting between these dates.

We are currently in the date gathering stage of the master plan, confirming the program and project goals before we develop design concepts this winter. On November 10th we held the first public meeting for the project and we currently have a self-guided walking tour and online survey to solicit public feedback throughout the month of November.

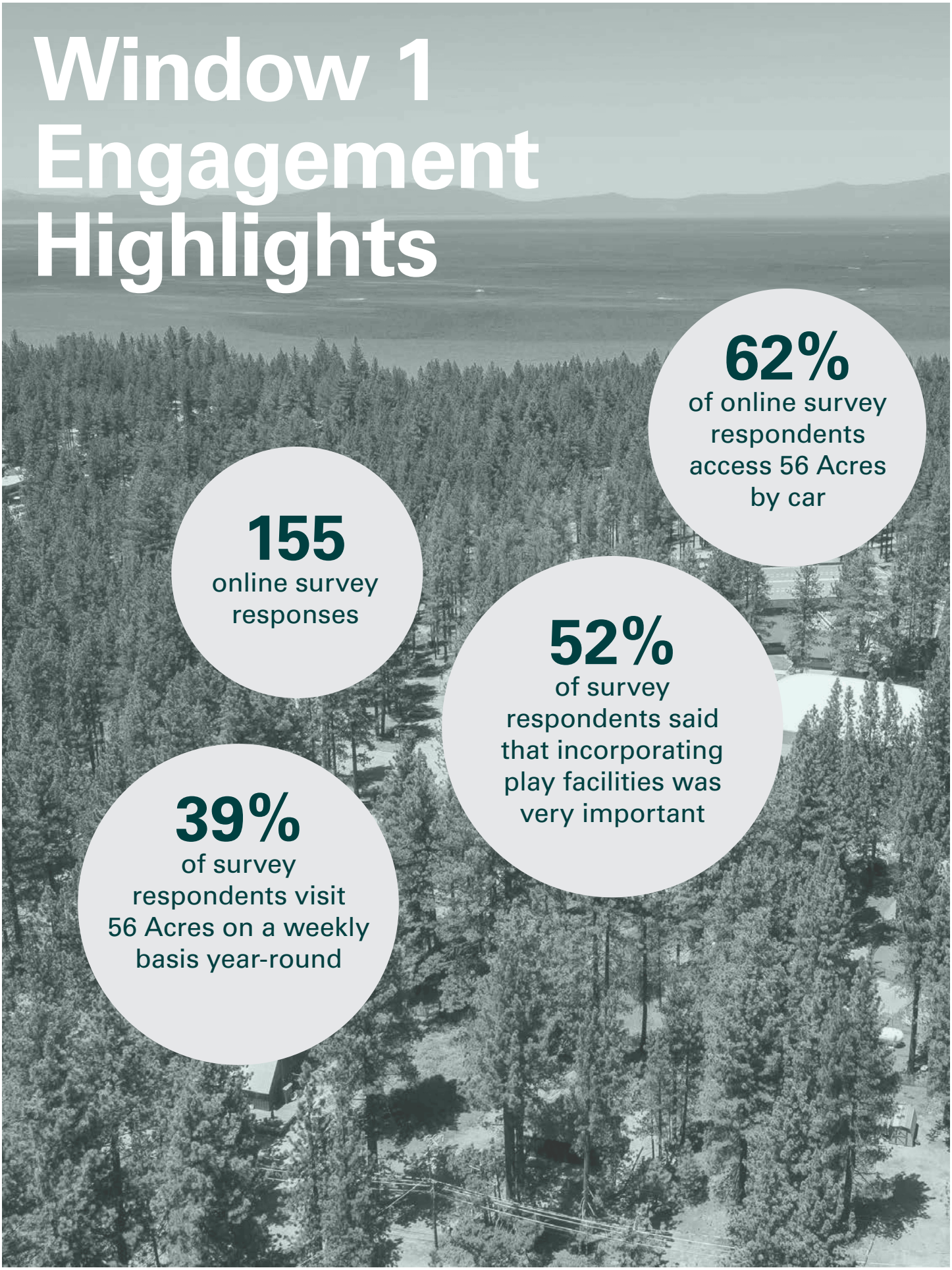
Thank you for your time and consideration-your input is greatly appreciated. Please contact Ben Fish, Project Manager, Design Workshop at bfish@designworkshop.com to confirm your participation.

Sincerely,

John Hitchcock
Director of Planning and Development
City of South Lake Tahoe
530-542-7472
jhitchcock@cityofslt.us

56 ENVISION 56 ACRES CITY OF SOUTH LAKE TAHOE | EL DORADO COUNTY

Window 1 Engagement Highlights



62%
of online survey respondents access 56 Acres by car

155
online survey responses

52%
of survey respondents said that incorporating play facilities was very important

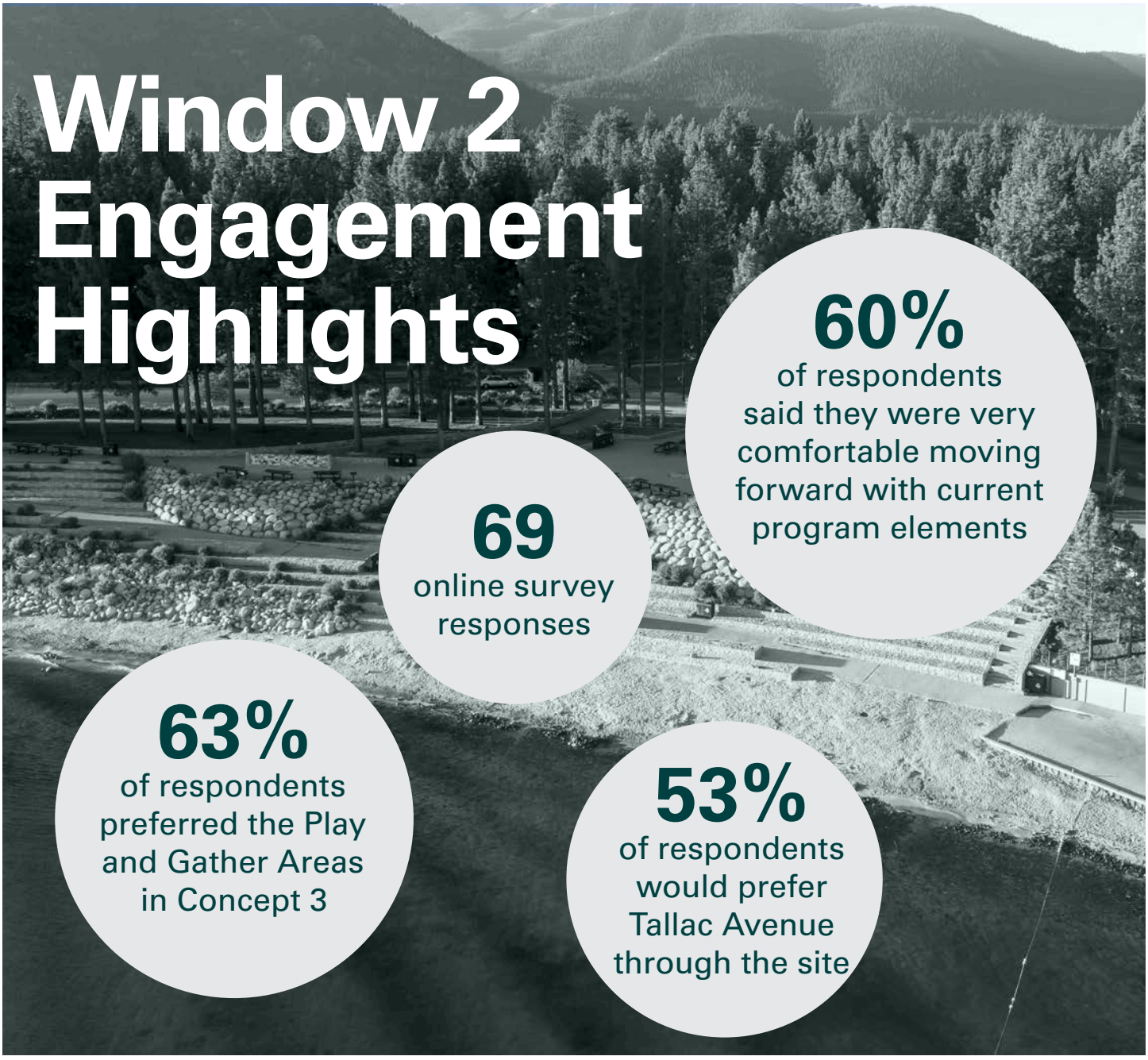
39%
of survey respondents visit 56 Acres on a weekly basis year-round

ENGAGEMENT WINDOW TWO

Collaborate

Engagement Window 2 took place between December 14, 2020 - January 22, 2021. The goals of Engagement Window 2 were as follows:

- Receive input on conceptual alternatives to develop preferred alternative
- Coordinate feedback and events with the Recreation Center project
- Gather input on implementation priorities

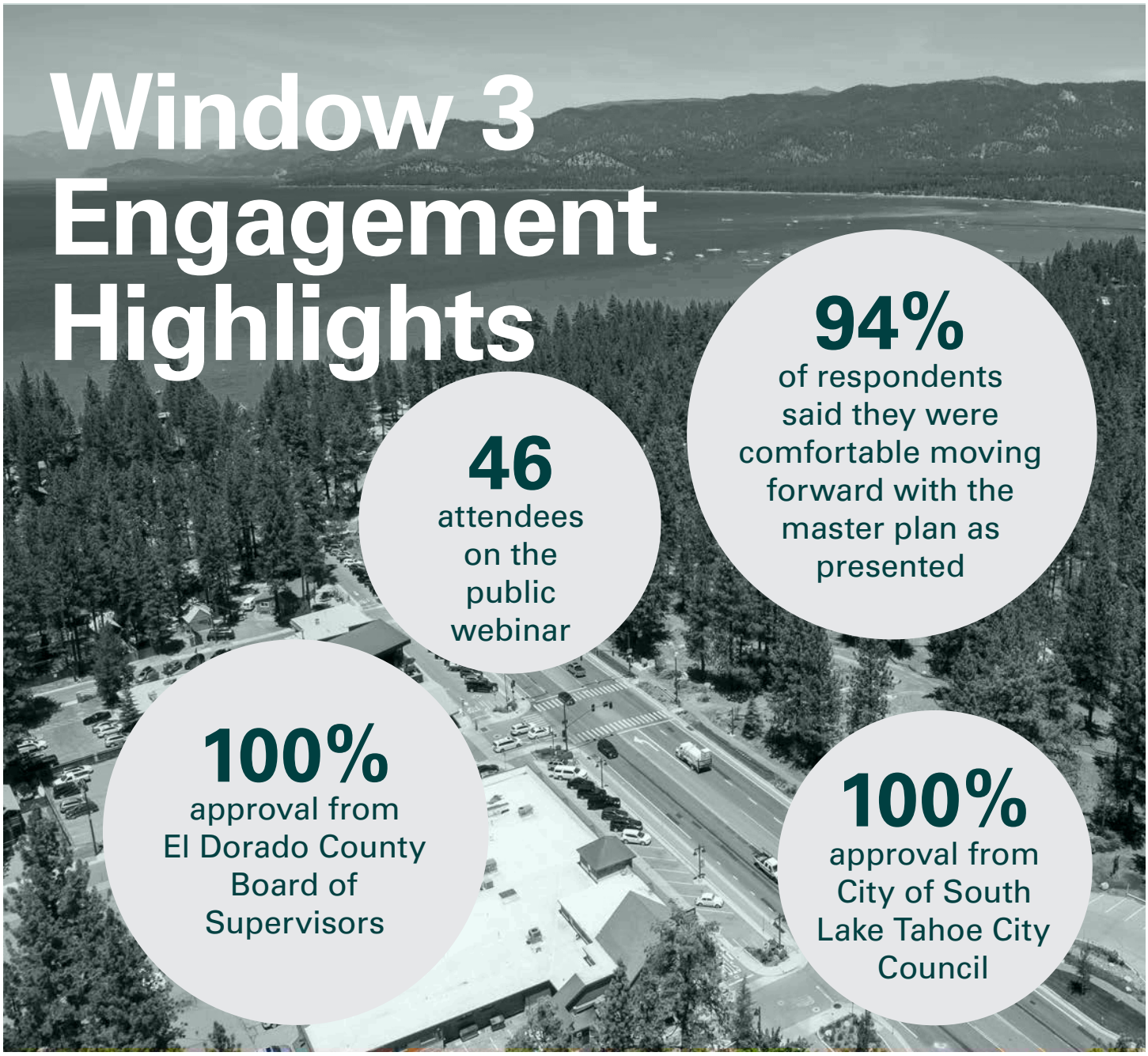


ENGAGEMENT WINDOW THREE

Refine

Engagement Window 3 focused on presenting the Master Plan and Master Plan Alternative. On March 31, 2021 there was a public webinar presentation and on May 4, 2021 there was a public presentation to a joint meeting between City Council and County Board of Supervisors for approval of the master plan. The goals of Engagement Window 3 were as follows:

- Receive input on preferred alternative to integrate feedback into master plan document
- Confirm implementation priorities
- Approval of the master plan





Draft Alternatives & 56 Acres Master Plan

Community and stakeholder engagement led to the creation of a series of initial programming concepts. These gave shape to a variety of possibilities for the project area. Engagement efforts included eliciting feedback regarding programmatic elements of the site as well as circulation, access, and the location of amenities within the park.



Program Concept Development

Following public input opportunities including the self-guided tour, online survey, and first public meeting, a series of program concepts were developed to illustrate a variety of ways that 56 Acres could support and organize four main categories of program elements. These categories were: Civic and Community, Play and Gather, Open Space and Trails, and Camping.

The first public survey resulted in over 200 participants. The results of the survey helped shape the character of each program category, and drove the way program was deployed on-site in each of the three original program concept diagrams.

Survey respondents helped articulate the importance of the Recreation and Swim Center, the library and providing safe, easy and accessible connections to Lakeview Commons. In addition, survey respondents also reinforced the importance of adventure play features, native landscape areas and gardens, a variety of sports courts, seating, and open lawn areas.

Participants stressed that trails within the park should provide connections to other areas as part of the citywide trail system, and the project area should have a walking and bicycling loop.

Programming For Every Season

The winter season doesn't drive recreation to halt in and around the Lake Tahoe Basin. Survey respondents stressed the importance of year-round programming and infrastructure of in the Tahoe region. A primary concern was that the trail system within the project area would not be accessible year-round. Residents and visitors alike preferred plowed walking and bicycling opportunities at 56 Acres during the snowy season.

Additionally, the public survey demonstrated that there are numerous winter recreation uses that are of interest for the project area. Respondents cited cross country skiing, sledding, and ice rink activities as some of their top winter priorities for getting out and enjoying 56 Acres in the snow.

CIVIC & COMMUNITY











Robust Civic Amenities

Maintaining robust community and civic amenities is critical to the success of the 56 Acres Master Plan. When asked which amenities were most important to respondents in Survey 1, civic amenities such as the Recreation and Aquatic Center, the library and Lakeview Commons rose to the top.

Other community and civic amenities that are being prioritized include a facility for seniors, the ice arena, and a cultural center that celebrates the history and art of the Lake Tahoe region.



PLAY & GATHER


Flexible Use Public Spaces









Flexible Public Space

A key element of the 56 Acres Master Plan is ensuring areas within the project area that are dedicated to a wide variety of amenities that support diverse types of play and various community events and gatherings. Play and gather space in the park should be flexible, welcoming and encourage residents and visitors alike to relax, socialize, and stay active.

Community Oriented Events

Community oriented events are a cornerstone of the South Lake Tahoe lifestyle. Whether it's an amphitheater or a public plaza, residents and visitors should be ensured space within the park for community-oriented events of varying sizes.




Adventure Play


Fitness Play


Interactive Elements







Adventure Play

South Lake Tahoe is a national destination for adventure recreation. It is no surprise that residents and visitors alike cast their vote for the inclusion of adventure play amenities in the 56 Acres Master Plan. These features could include slides, landform manipulation, nature-based play areas, rock climbing walls, and a numerous other multi-generational activities that teach new skills, and help to cultivate appreciation and excitement for the outdoors.

Interactive Elements

Interactive play elements such as sculptures, engagement-based interpretive material and fitness play features were among some of the top-rated interests in Survey 1. Many of these features can spark curiosity among all ages and can be made accessible regardless of ability level.



TRAILS & OPEN SPACE











Connected Trail Network

A connected trail network within the project area would bolster South Lake Tahoe's already robust public trails network. Shared-use paths within the park would connect to key access points as well as circulate users throughout the site itself.

Accessible Open Space

The 56 Acres Master Plan is committed to helping design public spaces that are open and accessible to everyone in the community. Safety, wayfinding, and signage are all elements of creating a trail system that is usable, safe and accommodating to a variety of residents and visitors. This includes crafting trails that are desirable for differently abled users, seniors, families, and pet owners among others.



CAMPING


Yurts


Tent Sites


Tent Cabins


RV/Trailer Sites


Camping Cabins

Campground Updates

The Campground by the Lake has become one of the most attractive destinations in South Lake Tahoe. In the Survey 1 results, a majority of respondents suggested that maintenance and rehabilitation of the existing campsites was critical, and the addition of a variety of year-round overnight options was desirable.

Year-Round Options

Based on market research, an increasing number of campgrounds are moving to provide accessible year-round camping facilities. Options could include simple camping cabins, yurts, or other structures that would allow visitors to the campground to continue to enjoy this incredible amenity throughout the year.



PROGRAMMING CONCEPTS

Programming Concept 1: Civic Center North

The Civic Center North program concept is defined by large swaths of camping, open space, and trails on the south end of the site and a concentration of civic amenities to the north. In this program concept, the Recreation and Aquatic Center, the library and civic center, the senior center and the cultural center are all grouped together in a civic-oriented hub. Parking is similarly concentrated within the northern portion of the site, providing ample and convenient parking adjacent to civic amenities. Additional parking can be found next to the city maintenance zone and the ice arena but is largely located further north.

The areas of the site adjacent to Highway 50 are buffered by open space and trails as well as areas for play and gather related activities. These areas form a linear park that connects to the Recreation Center as well as Lakeview Commons. The camping area in this program concept is shifted slightly south from its current location. It is the largest area to be allotted for camping out of the three concepts.

Programming Concept 2: Civic Center South

The Civic Center South program concept's most distinctive feature is a "Main Street" that meanders through the park and can be closed off for special events. This thoroughfare provides easy access to numerous on-site amenities such as the civic center, play and gather spaces, the campground, and additional parking that is connected to the cultural and senior centers.

Like its title, many of the Civic amenities in this program concept are concentrated in the southern half of the park. Though the Recreation and Aquatic Center as well as the library are still located on the northern end of the site, the civic center, senior services, and cultural amenities (such as the cultural center and a cultural green) are all located to the south. Parking is located throughout the site, adjacent to convenient locations such as the Recreation and Aquatic Center, city maintenance and civic amenities such as the senior center. The campground is consolidated and centrally located. Because it is more compact, additional space can be allocated to other features.

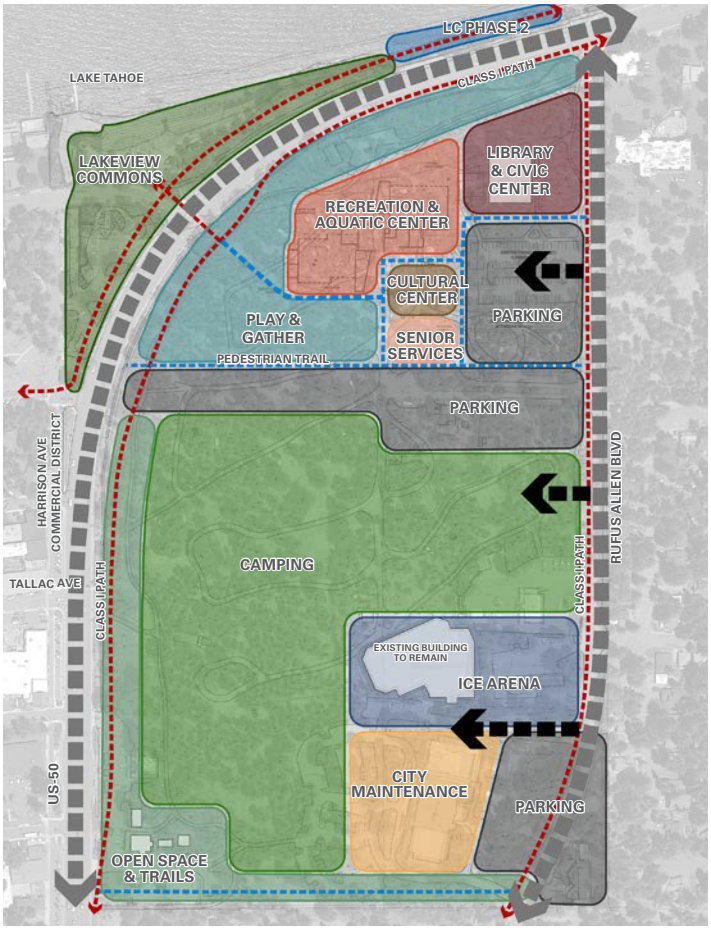


Figure 21: Programming Concept 1 Diagram

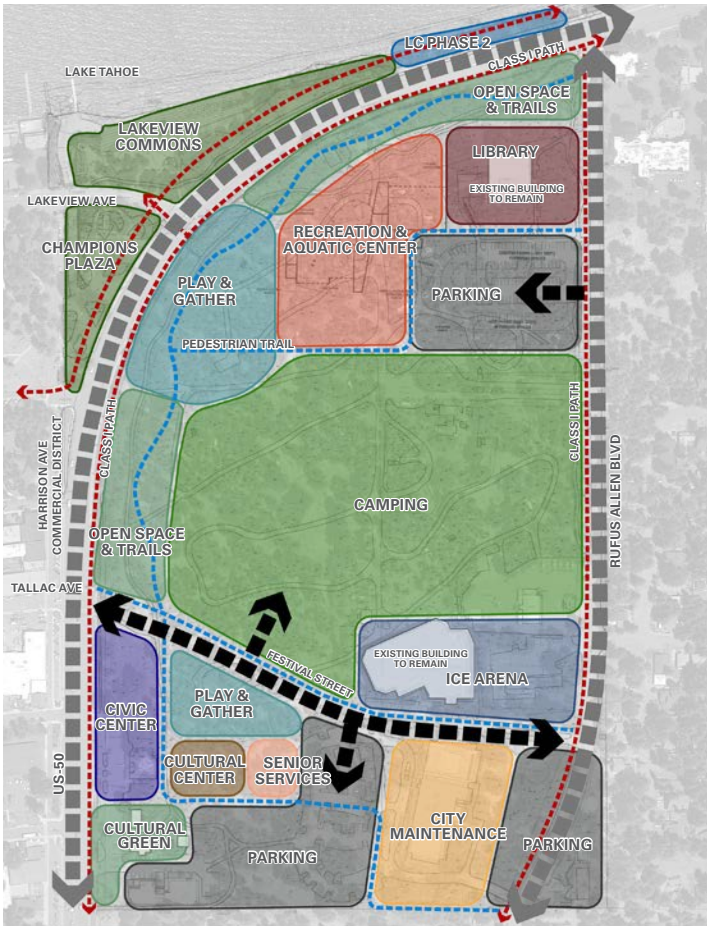


Figure 22: Programming Concept 2 Diagram

Programming Concept 3: Campground South

Like the Civic Center South program concept, the Campground South program concept features Tallac Avenue as a Main Street that runs throughout the park. The camping area remains consolidated and is located to the south. This concept features the smallest camping area out of the three concepts. Because the designated camping area is compact, other amenities can take up additional space. The Recreation and Aquatic Center as well as the cultural and senior centers have slightly larger footprints and are more centrally located on site. Large parking areas appear in both the north and south ends of the site, with a smaller more compact parking lot close to the intersection of Tallac Avenue and Highway 50.

Additionally, play and gather spaces are found in the heart of the park. Open spaces and trails buffer most of the Highway 50 and park interface while making room for a large portion of the site to be programmed with a variety of different play and gather activities and amenities.

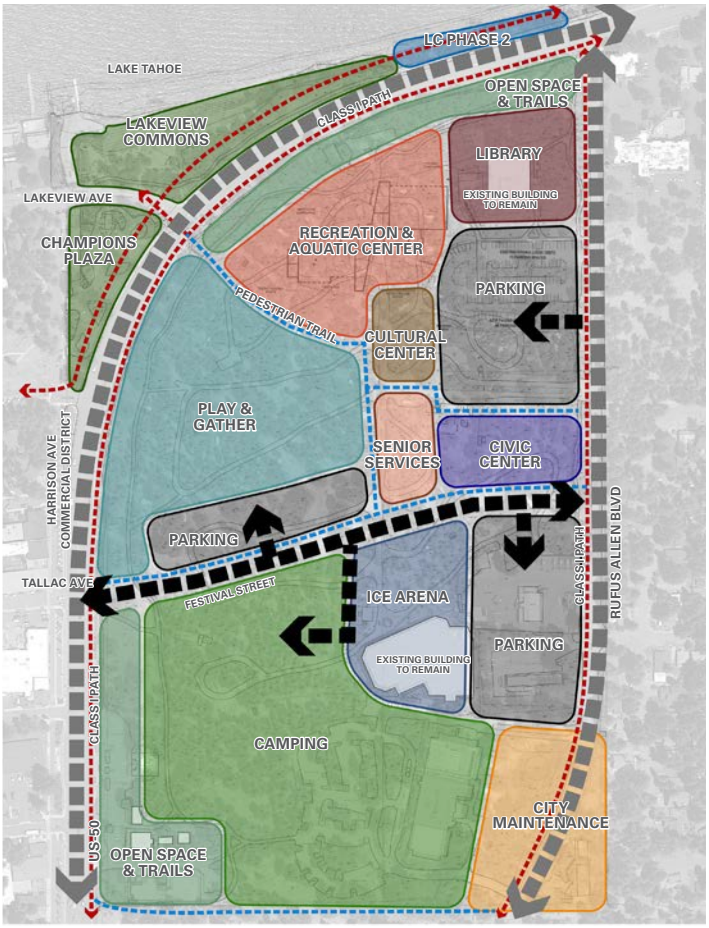
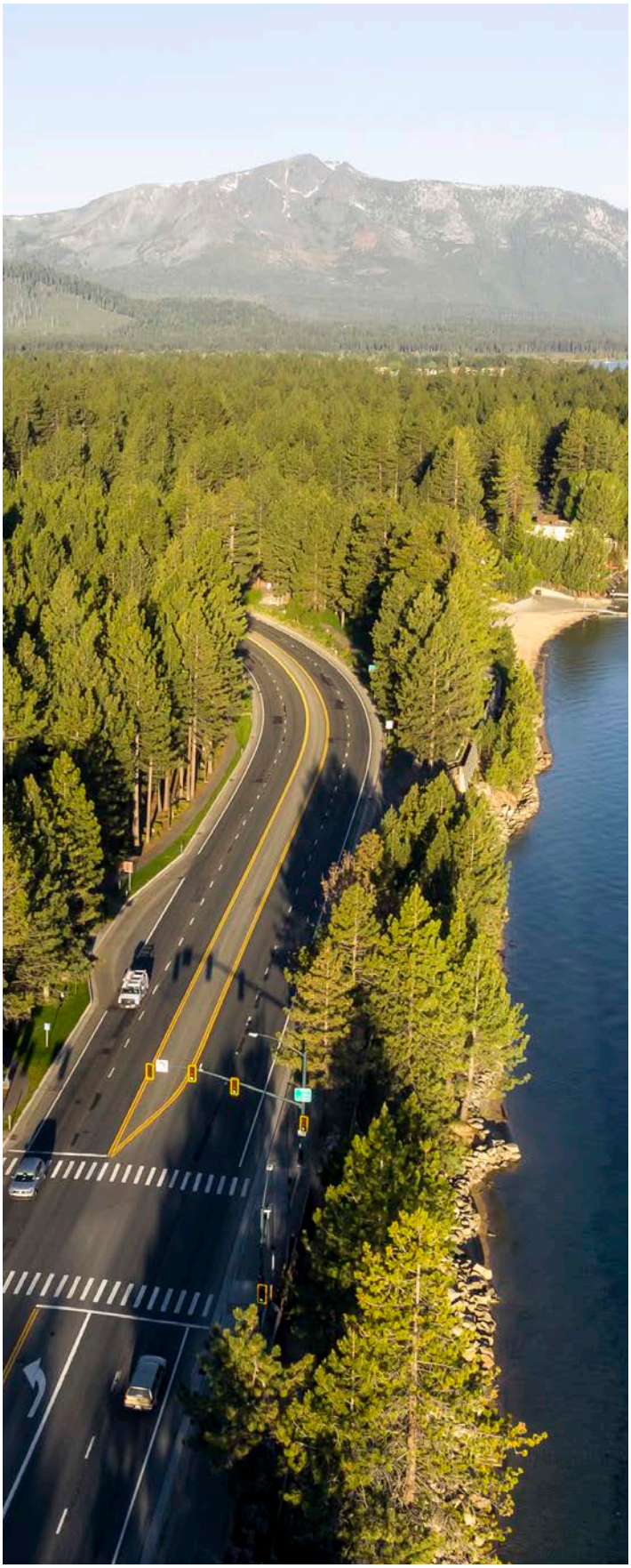


Figure 23: Programming Concept 3 Diagram



Aerial view of Highway 50 and the Lakeview Commons Phase II site

Preferred Programming Concept: A Combination Concept

The preferred program concept was developed from critical feedback received by the South Lake Tahoe community, the City, and the County. After robust public engagement, desirable elements from each of the three program concepts emerged and as a response, a new program concept was developed.

A shared-use path bisects a large play and gathering space that buffers a portion of the Highway 50 frontage. This large, concentrated zone for activities such as adventure play, fitness play, interactive elements, and a variety of gathering opportunities creates flexible public space that reaches into the heart of the park. Convenient access to Lakeview Commons emerges out of the play and gather area, and open space and trails zones buffer most of what remains of the Highway 50 frontage as well as the southern boundary of the park.

The cultural center and senior center join forces in the southwest corner of the park and occupy a space directly off Highway 50. The camping area is concentrated in the southern half of the park but leaves room for large areas dedicated to the ice arena, parking, and city maintenance.

The site is bisected by an access road and parking lot. This increases accessibility to a variety of civic amenities within the park itself and fills a community need for additional parking near the Harrison Avenue commercial district. In addition to the access road that runs west to east throughout the park, a connected series of shared-use paths allows visitors to walk through the heart of the site and enjoy 56 Acres away from the loudest areas adjacent to Highway 50. The shared-use path creates convenient connections to access both Lakeview Commons and the Harrison Avenue commercial district.

Many of the civic amenities are concentrated in the northern half of the site. A large parking lot provides ample access to each of these amenities and the Multi-generational Aquatics and Recreation Center abuts both a play and gather area as well as open space and trails. This provides a seamless connection between recreational activities in and out of doors for residents and visitors alike.



The Main Street will connect through the 56 Acres site at Tallac Avenue, as shown in this photo.

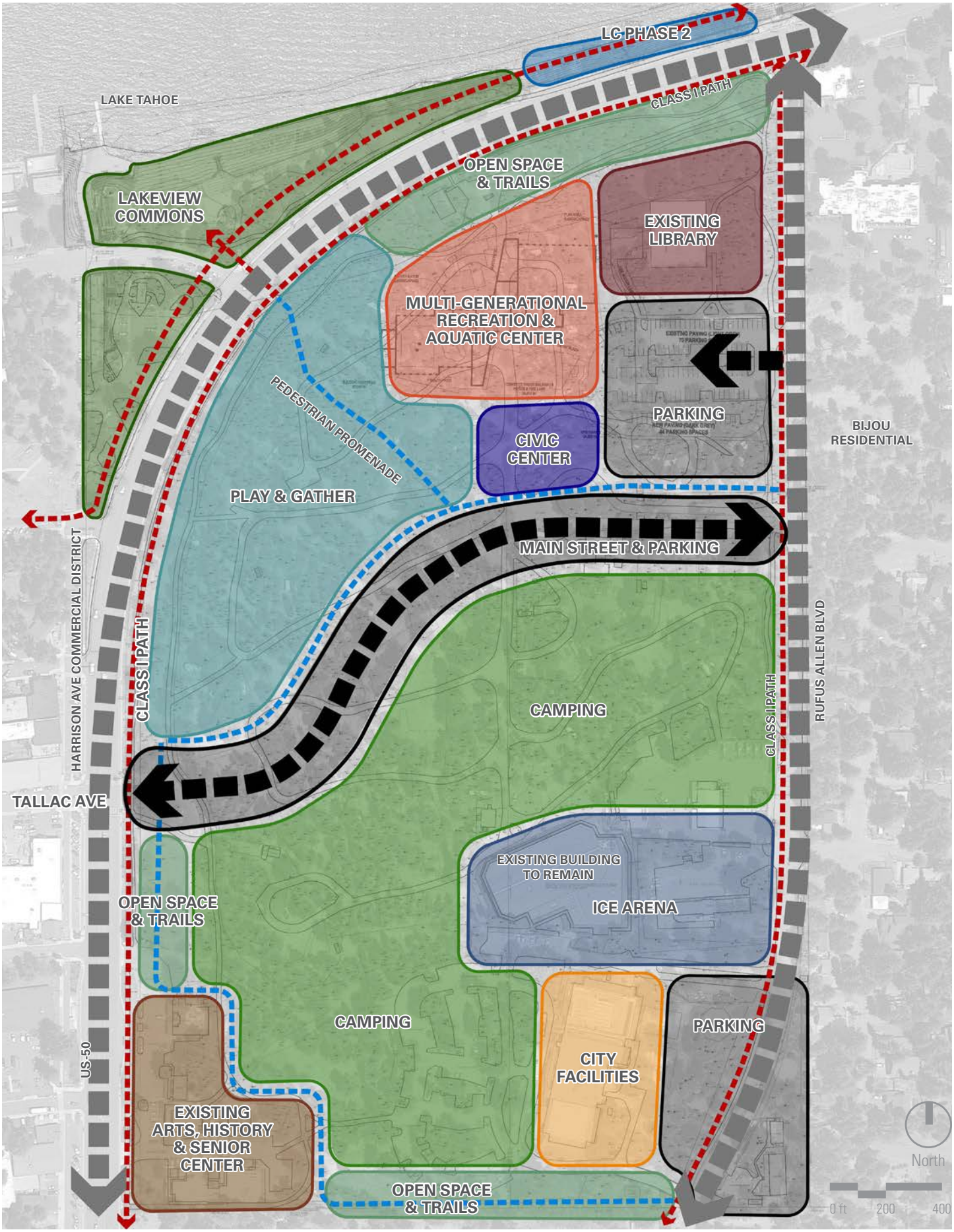


Figure 24: Preferred Concept Program Diagram

MASTER PLAN



Figure 25: Master Plan

The master plan was approved by the City of South Lake City Council and El Dorado County Board of Supervisors on April 27, 2021, further negotiations with the lease agreement between the City and County continued through 2021. The following elements are shown in the master plan:

- Enhanced at-grade pedestrian crossings at Rufus Allen Boulevard and Highway 50, Lakeview Avenue and Highway 50, and Tallac Avenue and Highway 50.
- Continuation of the pedestrian lakefront promenade at Lakeview Commons. Consisting of a cantilevered boardwalk connecting from the existing Lakeview Commons improvements to the existing stair access to the lake across from Rufus Allen Boulevard.
- Expanded Champion's Plaza. The parking area immediately adjacent to the existing Champion's Plaza will be reclaimed for more pedestrian space with an expansion of the plaza including new landscaping and pavers. On street parking will be formalized along Harrison Avenue and vehicular access to the boat ramp will be maintained as is.
- The Multi-generational Aquatics and Recreation Center (MARC) is located on the northern part of the site with filtered views of Lake Tahoe. There will be associated outdoor spaces for fitness and small group events. There will be a shared service drive with the existing library and a new Class I shared-use path connecting from the parking lot to Lakeview Commons to double as emergency vehicular access. The existing library parking lot will be expanded to accommodate the MARC and Civic Center.
- A new Civic Center is included in the center of the site, immediately south of the MARC, creating a courtyard between the buildings that can be used for community events. The Civic Center will consist of two buildings connected with one roof and a breezeway between them—a two story 18,000 s.f. building for administration offices and a separate one story 7,000 s.f. building for council chambers. 7,000 s.f. would include space for restrooms, commercial kitchen, and other support spaces. It could be leased for private functions or used for municipal gatherings.
- A flexible event space is included to the west of the Civic Center, it is approximately 70,000 s.f. and would hold community events.
- Immediately west of the flexible event space is a nature-based play area under the existing trees and incorporating new earthwork of berming and sculpting landforms.
- The Main Street bisects the site from west to east connecting Tallac Avenue at Highway 50 to Rufus Allen Boulevard. This would act as the primary spine of vehicular access through the site with a new entry to the campground and civic center. Approximately 50 parallel parking spaces would be located along the two-lane access road. The Main Street could be closed for community events.
- The existing campground would be reconfigured and located more to the south. The campground would have approximately 141 spots, with 118 being spur sites for RVs and tents, and 17 cabin sites. It is anticipated the upgraded campground would be able to accommodate year-round camping and have full hook ups at most sites. One existing restroom would remain in place, one would be relocated, and a new restroom would be built for a total of three restroom buildings.
- The existing Ice Arena would remain with the possibility for a second sheet of ice located to the east where the current County Vector Control is located along with a new expanded parking lot along Rufus Allen Boulevard. This is not shown graphically in the master plan, but could be considered in the future.
- The existing County Vector Control is proposed to be relocated off site based on coordination between the City and County.
- The existing Recreation Center and adjacent parking is proposed to be removed and the site restored to a natural state allowing a buffer with the campground. The existing playground would remain and be incorporated into the site.
- The existing City Parks Maintenance yard is proposed to be relocated within the City.
- The existing Senior Center, History Museum, and Art Center would remain with proposed upgrades to create a cultural hub on the southwest side of the site. The historic cabins would be incorporated into a community green for small events and tours.
- Class 1 shared use paths will connect throughout the site to fill gaps in the regional bicycle and pedestrian system.



Proposed rendering showing a view of the Main Street at the 56 Acres entrance across from Tallac Avenue.



Illustration showing an event along the 56 Acres Main Street



Proposed rendering showing a view of the entrance of the new Multi-generational Recreation and Aquatic Center.



Illustration showing potential camping cabins within the new campground.



Phasing, Funding, Operations & Maintenance

PHASING AND FUNDING

The following outline describes a potential phasing approach dependent upon funding. Further coordination between the City of South Lake Tahoe and El Dorado County is needed.

- **First Phase:** Multi-generational Recreation and Aquatics Center
  - Phase 1: Site and Utility Work
  - Phase 2: Vertical Construction
- **Second Phase:** Build 3/4 of Main Street ending in a cul de sac near Highway 50 and build first phase of campground renovations (Tent and RV Sites)
- **Next Phase:** Camping Cabins
- **Next Phase:** Event Space, Adventure Play, and Fitness Play
- **Subsequent Phases** would include connecting Main Street to Highway 50, Civic Center, Cultural Hub, Lakeview Commons Extension, and demolition of existing Recreation Center and Vector Control.

Funding:

Funding sources may include but are not limited to:

California Prop 68

Air quality mitigation funds

Hazard mitigation funds

TRPA VMT reduction mitigation funds

City General Funds

Note that Measure P funds are prioritized to provide recreation improvements first.

Legend

- Recreation Center
- Main Street
- Camping Cabins
- Event Space
- Subsequent Phases



Lakeview Commons will be expanded to the east, left side of this photo.

PHASING PLAN

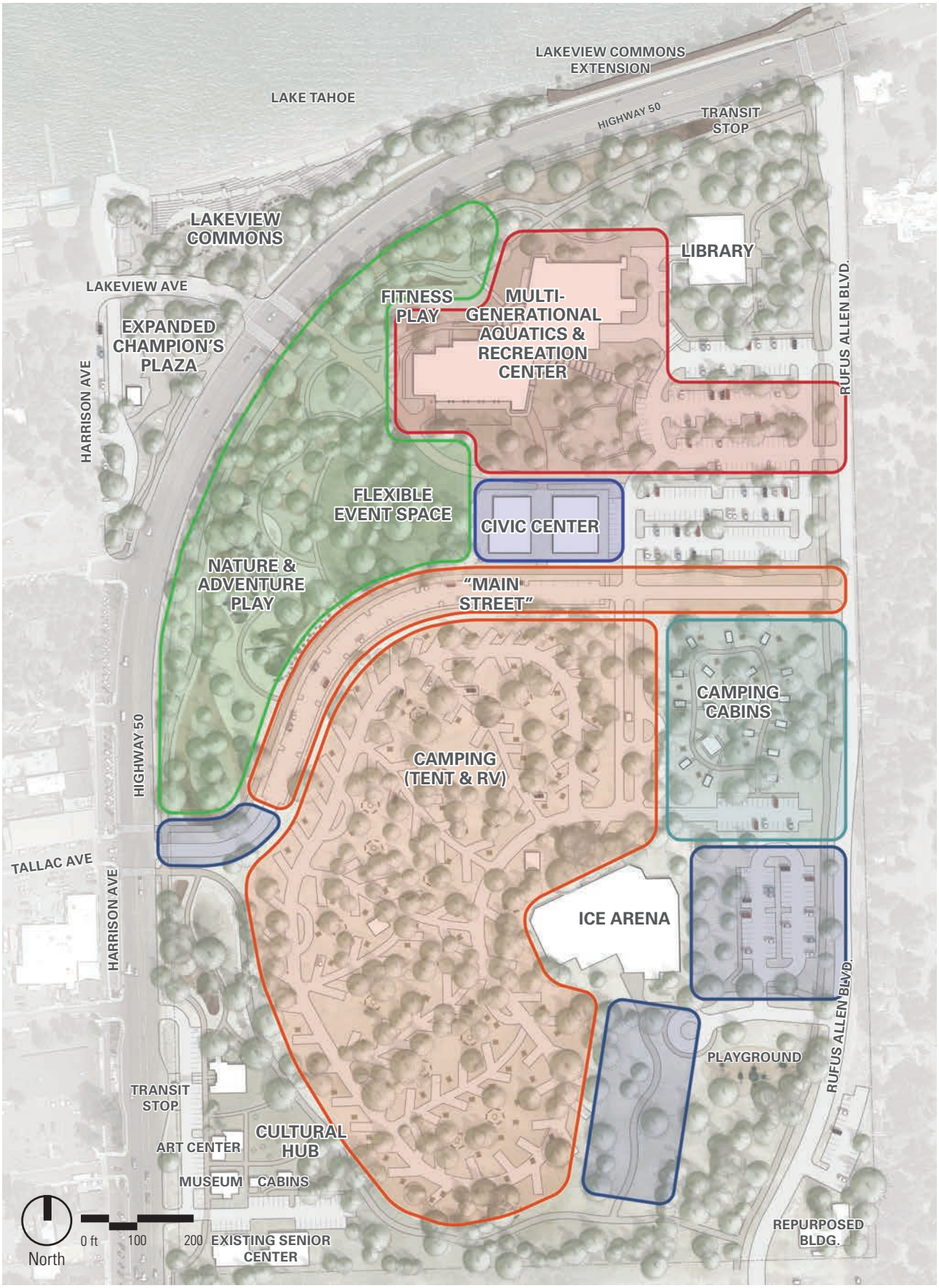


Figure 27: Phasing Plan

OPERATIONS AND MAINTENANCE

The master plan recommends that City and County staff and representatives of elected officials work closely to develop a strategy that incorporates the day to day operations and maintenance considerations. The following Policies and Needs were developed from input given by City staff as a starting point.

Policies

1. Monitor and manage tree health.
   - » Pre-Construction: Catalog and evaluate trees to remove and trees to save on site. Establish tree protection plan that is to remain in effect for the duration of ALL construction activities, Consulting Arborist should be available during construction to advise on any pruning, tree protection, soil compaction issues, or underground pruning that might need to take place, or could otherwise alter tree protection plan.
   - » Post-Construction: Monitor preserved trees for a minimum of three years following turnover of project. Schedule regular evaluations of landscape and plantings to enforce any warranty claims. Ensure watering is adequate. Ensure snow storage solutions do not damage trees, displace mulching, or over saturate planting sites during thaw.
2. Staff the Parks Department to meet the long term needs of 56 Acres improvements.
   - » Maintenance Staffing Needs: Three, full time Maintenance level 1 or 2 employees to assist with janitorial/custodial needs for evenings, weekends, and regularly scheduled days. One, full time Maintenance level 3,4,or 5 to monitor and maintain site, potentially helping to direct staff depending on level of worker staffed on site.
   - » Document all assets, amenities, and needs as they are implemented, and revaluate on an annual basis.
3. Seek partnerships with stewardship groups and non profit organizations.
4. Develop policy to permit special events.
5. Develop policy to contract with concessionaires.
6. Develop policy to fundraise for improvements and maintenance.
   - » Any funds raised for Maintenance should be allocated by Maintenance. This way, equipment needs are not sacrificed for staff, and staffing needs will not be wasted on tools, etc.

Needs

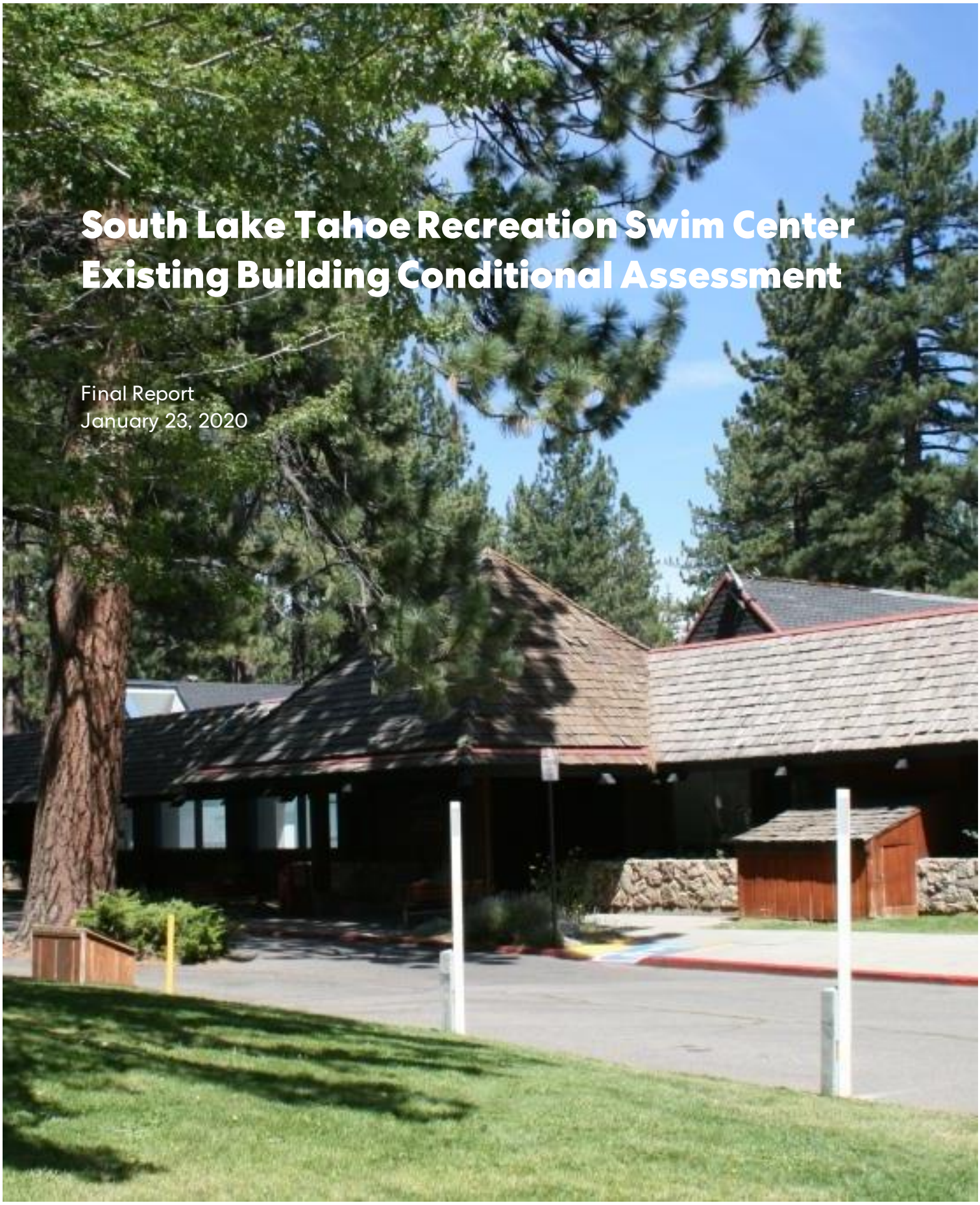
1. Allow for a small location on site for maintenance of the campground, play areas, and grounds. The area shall include a maintenance shed, or other, separate facility that has power, heat, and some hard surface surrounding it.
2. Maintain a space on site for up to three city snow plows. Recognize the City's stated intent to be fully electric, make sure these sites can accommodate, or include charging stations. These sites would be best if they allow covered or partially covered parking.
3. Additional Staff
   - » Maintenance Staffing Needs: Three, full time Maintenance level 1 or 2 employees to assist with janitorial/custodial needs for evenings, weekends, and regularly scheduled days. One, full time Maintenance level 3,4,or 5 to monitor and maintain site, potentially helping to direct staff depending on level of worker staffed on site.
4. Equipment
   - » Two Gem Carts, miscellaneous small powered equipment for landscape needs, Two to three tracked walk behind snow blowers, small snow removal tractor similar to the Holder.
5. Cost estimates for maintenance (2022 dollars).
   - Equipment: $250,000
   - Labor Fully Burdened (Annually): $300,000
6. Cost estimates for phasing to be developed prior to implementation.





Photos of the inaugural Festival of WInter Lights, December 2021, located at the Cultural Hub of 56 Acres.


ENVISION
56 ACRES
MASTER PLAN



South Lake Tahoe Recreation Swim Center Existing Building Conditional Assessment

Final Report
January 23, 2020

Perkins&Will

WARD YOUNG ARCHITECTURE & PLANNING

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EXECUTIVE SUMMARY

The following conditional assessment of the existing South Lake Tahoe Recreation and Swim Center was conducted to identify the scope of work necessary to fully renovate the existing center, and to evaluate the cost of those improvements.

The assessment was conducted by Perkins&Will and Ward Young Architects, along with Sugarpine Engineering, Gabbart and Woods Engineering and DFH Cost Consulting. The consultant team conducted on-site visual assessment on December 5, 2019, and along with existing building documentation, prepared the following analysis.

The purpose of this assessment was to identify the cost difference between renovation of the existing center, and construction of a completely new center, on the current site, or another nearby location (undetermined). The previous planning process for the recreation center conducted on 2017 identified priority needs for a new center. The cost estimates for the proposed new center were used for comparative purposes. Because many of the requested building components cannot fit within the existing center, the cost analysis assumes that the pool, gymnasium and running track would be newly constructed additions to the existing center.

Because the building never went through a major renovation since it's construction in 1975, many of the original construction systems and materials are still in place. This brings a range of challenges from longevity, deterioration, code compliance, hazardous materials, and systems reaching the end of their useable life. If the building were to undergo a major renovation and addition, all of the building components and systems would require upgrades to current code and accessibility standards, as well as abatement of hazardous materials (asbestos) based on the report conducted by Environmental Testing & Consulting Inc.

The **total estimated construction cost of the existing 22,213 square feet of building is $8,827,931**. For the purposes of comparison, new construction of similar building components (including fitness spaces, multiuse rooms, offices, support areas) of approximately 23,000 square feet would cost an estimated $11,621,000. **This equates to a cost differential of $2,793,069 between new and renovated construction** for similar building area and components. These figures all represent direct construction costs, and do not included site construction, asbestos abatement, design and engineering fees, equipment or other project development costs.

SECTION 1: BACKGROUND

Purpose

The City of South Lake Tahoe is faced with a decision to either build a new community recreation center on the current recreation and swim center site, or another potential site, or to renovate and expand the current recreation and pool building to accomplish a similar intent. The purpose of this report is to conduct a conditional assessment of the existing South Lake Tahoe Recreation and Swim Center to determine the cost and viability of renovating this structure to serve the long-term recreational needs of the community.

It is the purpose of this assessment to identify not only the necessary remediation and replacement, but to specifically identify the cost impact of those improvements. Depending on the type of use, and the anticipated scope of renovation, there are tiers of improvements that are necessary. The following types of use will determine the extent of the necessary remediation.

1) **Do nothing**
   The existing building could continue in its current use and continue to function as a community center but minimal physical changes could occur without triggering code and accessibility improvements. The building and systems are still nearing their useable life, and would soon require significant remediation, but if no changes in use are proposed, no upgrades are specifically required. As long as no demolition disrupts the asbestos materials, they can remain in place.

2) **Cosmetic improvements only**
   The building could also serve other similar uses and receive only cosmetic improvements such as paint and finishes installed over existing materials. Similar to option 1, only minimal changes could occur without triggering required upgrades. As long as no demolition disrupts the asbestos materials, they can remain in place.

3) **Renovation/Addition**
   Completely renovate the existing building, and construct additions for the components that cannot fit in the existing structure including the new indoor pool, gymnasium and running track. The scope of the renovations assumes both remediation to current building code and accessibility standards, as well as replacement of materials and systems that are deteriorating or nearing the end of their usable life. The abatement of all asbestos is assumed as part of this option. The cost of this option is provided in Section 2 of this report.

4) **Demolish and reconstruct a new facility**
   The entire building could also be demolished and reconstructed on either the current site, or another site. The cost of asbestos abatement would still be incurred to demolish the existing structure. The cost of new construction is also included in in Section 2 of this report.

Background

The existing structure was built in 1975, with limited improvements and regular ongoing maintenance over the life of the building. Because the building never went through a major renovation, many of the original construction systems and materials are still in place. This brings a range of challenges from longevity, deterioration, code compliance, hazardous materials, and systems reaching the end of their useable life.

The current building is a single-story structure constructed primarily of glu-laminated timber framing, stud framed interior and exterior walls, clad in wood shake shingles. The total building area is approximately 32,017 square feet. The pool complex is comprised of 11,360 square feet, surrounded by an exterior wall enclosure, and

an air-supported fabric roof structure covered seasonally. The remaining 20,657 square feet of building contains offices, classrooms, locker rooms, a gymnasium and other support areas for storage and building systems.

The existing site is asphalt paved with a large number of evergreen trees throughout the lot. Although the parking would likely be modified with a major addition renovation, the scope and cost of this work was not part of this study.

Methodology

The findings of this report are based on review of the existing building drawings, engineering judgment, visual observation, review of the works of others, and engineering experience. Items were evaluated to reasonable accuracy based on available information, and one visual review of the facility , and on-site visual inspection conducted on December 5, 2019. Many of the findings could be subject to interpretation and differing opinion could impact the recommendations and cost impacts, but the findings represent an objective professional opinion of the building conditions.

Documents

The report was created using available information in documents provided by the City. For the purposes of this initial study, the accuracy and detail contained in the documents is sufficient to draw the necessary conclusions. All recommendations based on the information contained in these documents in subject to the validity of the content, and should be independently verified prior to any further design or construction.

The following documents were referenced as part of this report:

- Existing building construction documents by Clarence Feliciano and Schuler L. Jeffries AIA & Associates dated February 7, 1974
- Existing Conditions Assessment Report by Williams + Paddon Architects and Planners dated March 2016
- Needs Assessment Study: Swimming Pool by Aquatic Design Group dated March 2016
- Asbestos Renovation Survey by Environmental Testing & Consulting Inc. dated September 17, 2019
- Lead Sampling Survey by Environmental Testing & Consulting Inc. dated September 17, 2019

SECTION 2: COST ANALYSIS

Cost Summary of Existing Building Renovation

Building Component	Area (gross sf)	Construction Cost
Existing Building Renovation Cost *(Includes Fitness, Community, Administration and Support Spaces)*	22,213	$8,827,931
New Pool Complex Construction:	19,000	$9,660,000
New Gymnasium and Running Track Construction:	24,000	$6,281,000
Construction Cost of Renovation and Addition Recreation Center	**65,213**	**$24,768,931**

Cost Difference of renovation/addition versus newly constructed recreation center

Renovation addition recreation center	**65,213**	**$24,768,931**
New recreation center	**66,000**	**$27,562,000**
Cost Difference		**-($ 2,793,069)**



Diagram of Conceptual Renovation and Addition Plan

Cost Summary of New Recreation Center

Building Component	Area	Total Cost
Fitness, Community, Administration and Support Spaces	23,000	$11,621,000
New Pool Complex Construction:	19,000	$9,660,000
New Gymnasium and Running Track Construction:	24,000	$6,281,000
Total Construction Cost of New Recreation Center Building	**66,000**	**$27,562,000**

Cost Estimate for Existing Recreation Center Renovation

NOTE: This cost estimate is preliminary in nature, based on the conceptual scope of work descriptions prepared by Perkins & Will and its consultants. It is subject to variation as the details of the design are finalized, as well as timing, market conditions, and phasing.

ITEM DESCRIPTION	QUANT.	UOM	UNIT COST	TOTAL COST	COMMENTS / ASSUMPTIONS
Note: The following estimate is based upon the assumption that an abatement contractor will have removed All asbestos and lead containing materials prior to the start of this work. This includes wood shakes, Redwood siding, and underlayment on roofs and exterior walls, all drywall on walls and ceilings, all Asbestos-containing floor coverings and mastic, fire doors, and ceramic wall tile.					
GENERAL ITEMS					
Barricades / Fences / Temp. Signs				***Excluded***	Assumed to be with new construction
General Conditions / Supervision	10	MO	$60,000.00	$600,000	Small trailer in staging area
Storage Units for Salvaged Materials	18	MO	$500.00	$9,000	
Layout of Demolition / Finish Work	26	WKS	$3,400.00	$88,400	Full time layout / supervision of demolition
Gravel for Temp Parking / Restore				***Excluded***	Staging area assumed to be with sitework
Subtotal of General Items				$697,400	
SITE CLEARING AND DEMOLITION					
Assume this work is part of the new building project					
DEMOLITION OF POOL AND STRUCTURE AND SEPARATION OF COLUMN LINE 22 WALL					
Disconnect Utilities to Pool					
Excavate/Cut/Cap U.G. Water Lines	3	EA	$500.00	$1,500	
Excavate/Cut/Cap Sewer Main	4	EA	$500.00	$2,000	
Cut/Remove Sewer Vent Lines	4	EA	$500.00	$2,000	
Excavate/Cut/Cap Gas Main	1	EA	$500.00	$500	
Excavate and Remove UG Piping	702	LF	$25.00	$17,550	
Disconnect Electrical Services	1	LS	$2,500.00	$2,500	
Remove Gallery Walkway and Corbels at Column Line 22 Wall					Assumes C.L. 22 wall can remain as is and becomes a new interior wall at new pool
Fire Extinguisher Cabinets	2	EA	$150.00	$300	
Drinking Fountains in CMU Chase	2	EA	$500.00	$1,000	
Hose Bibbs in CMU Chase	2	EA	$500.00	$1,000	

CMU Chases at Drinking Fountains	43	SF	$5.00	$214
Misc. Wall Mounted Items	1	LS	$500.00	$500
Lobby Entry Doors	2	EA	$150.00	$300
Salvage Sight Rail Wood Pieces	2	EA	$100.00	$200
Lobby Entry Hollow Metal Frame	103	SF	$5.00	$514
Sloped Plaster Soffit at Lobby Entry	60	SF	$10.00	$600
Soffit Framing at Lobby Entry	40	SF	$5.00	$200
Plywood Diaphragm at Lobby Entry	59	SF	$5.00	$294
Wall and Framing at Lobby Entry	116	SF	$3.50	$406
Glass and Frames at Room 48	81	SF	$5.00	$404
Countertop / Supports in Room 48	7	LF	$50.00	$350
Sawcut Conc. Knee wall at Room 48	7	VF	$50.00	$350
Remove Conc. Knee wall at Room 48	44	SF	$5.00	$222
Sawcut Slab on Grade in Office 48	7	LF	$50.00	$350
Revolving Door / Framing at Air Lock	1	EA	$500.00	$500
Emergency Pool Exit Door / Frame	1	EA	$250.00	$250
Cut Wall Framing Above Exit Door	8	VF	$50.00	$400
Sawcut 6" Upper Wall at Emerg. Exit	5	VF	$75.00	$375
Sawcut CMU Wall at Emergency Exit	2	VF	$100.00	$200
Hand Excavate at Foundation	1	LS	$250.00	$250
Sawcut 10" Fdn Wall at Emerg. Exit	3	VF	$100.00	$300
Sawcut 12"Footing at Emergency Exit	3	LF	$125.00	$375
Cut Roof and Framing at C. L. 22 & B	11	LF	$50.00	$550
Sawcut 6" Upper Wall at 22 & B	5	VF	$75.00	$375
Hand Excavate at Planter	1	LS	$50.00	$50
Sawcut CMU Planter Wall	3	VF	$75.00	$225
Sawcut 12" Planter Grade Beam	4	VF	$125.00	$500
Sawcut 12" Planter Slab	3	LF	$100.00	$300
Sawcut Entry Walk at Planter	7	LF	$50.00	$350
Hand Excavate at Foundation	1	LS	$250.00	$250
Sawcut 10" Fdn Wall at 22 & B	3	VF	$100.00	$300
Sawcut 12"Footing at 22 & B	3	LF	$125.00	$375
Shore Gallery Deck During Sawcuts	628	SF	$20.00	$12,560
Sawcut Pool Gallery Deck at CL 22	115	LF	$75.00	$8,625
Sawcut Deck Support Beams - 12"	4	VF	$200.00	$800
Sawcut Deck Support Corbels - 16"	32	VF	$200.00	$6,400
Pool Demolition				
Disconnect Electrical Connections	1	LS	$2,500.00	$2,500
Disconnect Plumbing	1	LS	$2,500.00	$2,500
Pool Equipment and Exposed Piping	1	LS	$25,000.00	$25,000
Wood Roof Structure	3030	SF	$3.00	$9,090
Wood Wall Structures	1653	SF	$2.00	$3,306
Gallery Deck and Supporting Walls	4734	SF	$15.00	$71,010
Pool Deck and Foundations	8722	SF	$5.00	$43,610
Pool Shell and Buried Piping	4069	SF	$10.00	$40,690

Close Existing Openings in Column Line 22 Wall					Assume single pane aluminum storefront
At North End of Lobby	103	SF	$65.00	$6,678	
Reinstall Salvaged Sight Rail Pieces	2	EA	$150.00	$300	
At Office Room 48	48	SF	$65.00	$3,109	Close opening at removed Counting Area
At Air Lock Door	46	SF	$65.00	$2,961	Replace with storefront and two doors
Storefront Doors	4	EA	$3,500.00	$14,000	Excludes panic hardware
Add Shear Reinforcement to Column Line 22 CMU Walls				***Excluded***	Assume existing wall is sufficient
Subtotal of Pool Demolition and Separation at Column Line 22				$292,317	
EXTERIOR ENVELOPE MODIFICATIONS					
Remove Wood Shake Roofing, Wall Siding, and Underlayment				***Excluded***	Separate budget
Exterior Demolition					
Built-up Flat Roofing					
Multi-Use Area	4740	SF	$3.00	$14,220	
Fan Room 102	833	SF	$3.00	$2,499	
Central Area	10630	SF	$3.00	$31,890	
Damaged 3/4" Plywood Sheathing	1620	SF	$1.50	$2,430	Assume 10% of flat roof area
Sheet Metal Roofing at Multi-Use					
At Fan Room Above Multi-Use	106	SF	$7.50	$792	
Above Column Line 22 Wall	162	SF	$7.50	$1,215	
Remove Skylights and Metal Frames					Wood trim at tops of walls to remain
Central Area	18	EA	$225.00	$4,050	
North Slope by Pool Gallery	18	EA	$200.00	$3,600	
Temporary Opening Protection	738	SF	$5.00	$3,690	
Gypsum Sheathing at Flat Soffits					To allow access for sprayed insulation
Sloped Soffits				***Excluded***	Assume existing to remain
Sloped Soffit at Multi-Use	144	SF	$2.00	$288	Along south wall
Flat Soffit	1602	SF	$0.75	$1,202	
Flat Soffit at Multi-Use Exit Doors	55	SF	$2.00	$110	
Flat Soffits at Building Entries	430	SF	$1.50	$645	
At Gable Ends	41	SF	$4.00	$164	
Remove Exterior Doors and Windows (Except Column Line 22)					
Salvage Interior Wood Trim Pieces	487	LF	$2.50	$1,218	
Type 2 Windows - 9 EA	326	SF	$5.00	$1,631	
Type 3 Windows - 12 EA	440	SF	$5.00	$2,199	
Type 5 Window - 1 EA	36	SF	$5.00	$178	
Hollow Metal Entry Doors/Closers	8	EA	$100.00	$800	
Salvage Sight Rail Wood Pieces	8	EA	$100.00	$800	

Entry Hollow Metal Frames - 4 EA	405	SF	$5.00	$2,024	
Clean Floor Closer Recesses	8	EA	$30.00	$240	
Hollow Metal Exit Doors	11	EA	$75.00	$825	
Hollow Metal Single Door Frames	3	EA	$150.00	$450	
Hollow Metal Double Door Frames	4	EA	$150.00	$600	
Temporary Closures in Exterior	1456	SF	$2.50	$3,641	To protect interior from weather
Clean Out Space Between Planters and Wall Sheathing					Assume planters to remain in place
Salvage Cap Block at Wood Walls	187	LF	$6.00	$1,122	Clean for reuse
Vacuum Out Sand Filler at Walls	74	CF	$35.00	$2,592	Sand in space between planter & sheathing
Repair Waterproofing at Planters				***Excluded***	Assume waterproofing is intact
Replace Roofing					
Repl. 3/4" Plywood Roof Sheathing	1620	SF	$5.00	$8,102	Where removed at damaged areas
Membrane Roofing with Perimeter Flashings, Penetration Flashings, and R-30 Insulation					
Raise Roof Drain Elevations	22	EA	$800.00	$17,600	
Increase Size of Roof Drain Piping	445	LF	$70.00	$31,150	Remove and replace with 1" larger pipe
Additional Overflow Drains	5	EA	$1,500.00	$7,500	
Multi-Use Area	4740	SF	$15.00	$71,100	
Fan Room 102	833	SF	$15.00	$12,495	
Central Area	10630	SF	$15.00	$159,450	
Sheet Metal Roofing with 3" Nailable Insulation and Ice and Water Shield					
To Replace Removed Sheet Metal Roofing					
At Multi-Use Above Fan Room	106	SF	$15.00	$1,583	
Above Column Line 22 Wall	162	SF	$20.00	$3,240	
To Replace Wood Shakes					
At Multi-Use	4898	SF	$12.00	$58,777	
Central Area East / West Sides	1456	SF	$12.00	$17,477	
Building Entries	1625	SF	$15.00	$24,370	
Central Area Skylight Monitors	619	SF	$15.00	$9,290	
Central Area Fan Room	577	SF	$15.00	$8,654	
North Slope by Pool Gallery	1843	SF	$15.00	$27,645	
Nailable Rigid Insulation - 3" Thick	11286	SF	$4.00	$45,144	Additional insulation sprayed from underside
Ice and Water Shield	11286	SF	$3.00	$33,858	
Sheet Metal Flashing and Trim					
Cap / Counter at Membrane Roofs	1304	LF	$25.00	$32,600	
Drip / Edge at Roof Perimeter	616	LF	$25.00	$15,400	
Outside Corners / Hips / Ridges	775	LF	$30.00	$23,250	
Valley Flashing	87	LF	$30.00	$2,610	
Internal Gutters at Entries	114	LF	$50.00	$5,700	Remove and replace with deeper gutters
Skylight Opening Perimeters	326	LF	$20.00	$6,520	
Replace Skylights					

Build Up Curb Heights					Attach a 4" x 12" to existing frame piece
Central Area Monitors	168	LF	$25.00	$4,200	
North Slope by Pool Gallery	268	LF	$25.00	$6,688	
Flat Translucent Panel Skylights					Kalwall or equal - mounted on wood curbs
Central Area Monitors	192	SF	$90.00	$17,280	
North Slope by Pool Gallery	468	SF	$90.00	$42,120	
Replace Soffits					Assuming removed due to asbestos felt
Gypsum Sheathing Under Soffit Panels					
Sloped Soffits				***Excluded***	Assume existing to remain
Sloped Soffit at Multi-Use	144	SF	$3.00	$433	Along south wall
Flat Soffit	1602	SF	$2.50	$4,005	
Flat Soffit at Multi-Use Exit Doors	55	SF	$2.50	$138	
Flat Soffits at Building Entries	430	SF	$2.50	$1,075	
At Gable Ends	41	SF	$5.00	$205	
Soffit Boards					Assume Hardie panel or similar
Sloped Soffits	1411	SF	$4.50	$6,350	
Sloped Soffits at Multi-Use	144	SF	$4.50	$649	Along south wall
Flat Soffits	1602	SF	$4.00	$6,408	
Flat Soffits at Multi-Use	55	SF	$4.00	$220	At exit doors in south wall
Flat Soffits at Building Entries	430	SF	$4.00	$1,720	At entry doors in west wall
At Gable Ends	41	SF	$6.00	$246	
Plywood Sheathing at Light Cove	287	SF	$3.50	$1,005	1/2" sheathing
Sloped Soffits at Light Coves	633	SF	$5.00	$3,167	At building entries
Vent Screen at Soffit	490	LF	$5.00	$2,450	
Trim Pieces					Assume Hardie trim material
Perimeter Fascia Board	510	LF	$40.00	$20,400	14" wide
Trim Under Gable Ends of Soffit	41	LF	$10.00	$410	
Trim at Vent Screen	1470	LF	$8.00	$11,760	
At Edges of Soffit Panels	1125	LF	$7.00	$7,875	
Fascia Board at Edge of Light Cove	128	LF	$30.00	$3,840	12" wide
Sloped Soffit at Light Coves	288	LF	$10.00	$2,880	
Flat Soffits at Building Entries	220	LF	$7.00	$1,540	At entry doors in west wall
Bottom of Bulkhead Walls at Entry	56	LF	$10.00	$560	
Repaint Louvers in Soffits	4	EA	$150.00	$600	
Repair Exposed Roof Beam Ends					
Epoxy Wood Filler in Beam Ends	64	EA	$50.00	$3,200	To repair weather damage
Sheet Metal Cap Flashings on Beams	64	EA	$150.00	$9,600	
Restain Beam Ends	64	EA	$25.00	$1,600	

Replace Exterior Windows and Doors (Except Column Line 22)					
New Storefront Windows in Lieu of Original Hollow Metal					
Punched Window Openings	802	SF	$85.00	$68,140	
Building Entries at West Side	405	SF	$85.00	$34,403	
Sill Flashings Under Storefront	179	LF	$20.00	$3,580	
Storefront Doors w/Exit Hardware	8	EA	$5,000.00	$40,000	
New Hollow Metal Doors and Frames in Existing Openings					
Hollow Metal Single Door Frames	3	EA	$450.00	$1,350	
Hollow Metal Double Door Frames	4	EA	$500.00	$2,000	
Hollow Metal Exit Doors	11	EA	$750.00	$8,250	
New Exit Door Hardware	11	EA	$1,500.00	$16,500	
Paint New Hollow Metal Frames	7	EA	$60.00	$420	
Paint New Hollow Metal Doors	11	EA	$75.00	$825	
Perimeter Membrane Flashings	625	LF	$2.50	$1,563	
Repair Damaged Plywood Sheathing on Sloped Roofs and Under Siding					Assume 5% of area damaged
Remove Existing Wall Sheathing	904	SF	$2.50	$2,260	
Replace Existing Sheathing	904	SF	$5.00	$4,521	
Modify Foundation Insulation				***Excluded***	Assume existing is sufficient
Insulate Exterior Walls and Sloped Roofs					Except Column Line 22 wall
Sprayed Air Barrier on Sheathing					
Under Sloped Metal Roofing	6504	SF	$4.50	$29,268	
On Sheathing Above Soffits	4782	SF	$4.50	$21,519	On vertical walls above soffits
Under Metal Wall Siding	3261	SF	$4.50	$14,672	
Under Fiber Cement Board Siding	8319	SF	$4.50	$37,437	
Rigid Insulation on Walls - 3"					Balance is sprayed insulation
Under Metal Siding	3261	SF	$4.00	$13,042	
Under Fiber Cement Board Siding	8319	SF	$4.00	$33,278	
Spray Insulation Behind Planters	436	SF	$5.00	$2,179	To fill void where sand is removed
Spray Insulation in Framing					
Under Sloped Roofing	6504	SF	$2.50	$16,260	
Above Soffits	4782	SF	$2.50	$11,955	On vertical walls above soffits
Under Metal Wall Siding	3261	SF	$2.50	$8,151	
Under Fiber Cement Board Siding	8319	SF	$2.50	$20,798	
Furring and Drywall on Ext. Walls	1257	SF	$8.00	$10,058	To cover insul. in Boiler Room, Hallway, etc.
New Exterior Wall Siding					
Roof Gable and Step Walls					Metal siding on furring over insulation
Fan Room Above Multi-Use	96	SF	$30.00	$2,891	
Gable Ends at Multi-Use	648	SF	$28.00	$18,144	
East Side at Roof Notches	96	SF	$30.00	$2,869	

Gables at East Side Roof Notches	218	SF	$30.00	$6,543	
Vertical Walls of Boiler Room	345	SF	$28.00	$9,671	
Vertical Walls Above Transformer	247	SF	$28.00	$6,911	
Roof Step Wall at Multi-Use	827	SF	$28.00	$23,156	
Fan Room Above Central Area	406	SF	$30.00	$12,174	
Gables at Skylight Monitors	234	SF	$32.00	$7,488	
Trim Strip at Base of Wall Panels	214	LF	$60.00	$12,840	To simulate redwood trim piece
Repaint Exposed Wall Louvers	8	EA	$150.00	$1,200	
Fiber Cement Wall Siding and Trim					Assume Hardie board siding with trim strips
Multi-Use Area	5339	SF	$12.00	$64,073	
West Elevation	767	SF	$12.00	$9,206	
East Elevation	2213	SF	$12.00	$26,553	
Exterior Columns at Building Entry	86	SF	$30.00	$2,573	
Plywood Sheathing Under Siding	8319	SF	$4.00	$33,278	To attach battens, trim, etc.
Repaint Exposed Wall Louvers	2	EA	$250.00	$500	At Boiler Room
Caulking and Sealants for Exterior	1	LS	$10,000.00	$10,000	
Subtotal of Exterior Envelope Modifications				$1,523,752	

MISCELLANEOUS INTERIOR DEMOLITION AND STRUCTURAL UPGRADES					Remove items not containing asbestos
Removal of Loose Equipment and Furnishings				***By Owner***	
Demolition in Fan and Storage Rooms					For access to sprayed insulation
Wood Base in Multi-Use Fan Room	79	LF	$1.00	$79	
Multi-Use Fan Room Wall Drywall	844	SF	$1.00	$844	
Multi-Use Fan Room Ceiling Drywall	877	SF	$1.25	$1,096	
Remove/Reinstall Soffit Louver	1	LS	$500.00	$500	For drywall material handling
Multi-Use Storage Wall Drywall	144	SF	$1.00	$144	
Multi-Use Storage Ceiling Drywall	627	SF	$1.25	$784	For fire sprinkler access
Wood Base in Center Area Fan Room	111	LF	$1.00	$111	
Center Area Fan Room Wall Drywall	992	SF	$1.00	$992	
Center Area Fan Room Clng Drywall	833	SF	$1.25	$1,041	
Remove/Reinstall Wall Louver	1	LS	$500.00	$500	For drywall material handling
Dumpsters for Drywall Work	2	EA	$500.00	$1,000	
Demolition in Trash Room					For access to sprayed insulation
Plaster on Walls	163	SF	$5.00	$817	
Plaster on Ceiling	109	SF	$6.00	$653	
Remove Finishes, Doors, and Interior Partitions Throughout Remainder of Building					
Miscellaneous Visqueen Enclosures	1	LS	$500.00	$500	
Miscellaneous Barricades / Closures	1	LS	$1,500.00	$1,500	

Multi-Use Area	6101	SF	$4.00	$24,404	
Locker Room and Restroom Spaces	1914	SF	$15.00	$28,710	Remove CMU walls and floor slab
Balance of Center Area Space	10675	SF	$5.00	$53,375	Not including Trash and Boiler Rooms
Cut New Openings in CMU Walls	1	LS	$15,000.00	$15,000	To allow for new floor plan
Upgrade Existing CMU Shear Walls					
Preliminary Investigations	1	LS	$5,000.00	$5,000	To determine reinforcing / grouting pattern
Prepare Existing CMU Walls	6968	SF	$1.75	$12,194	
Reinforcing Mesh - 2" x 2" #12	6968	SF	$2.50	$17,419	
Protect Wood Ceiling Deck	2372	SF	$2.50	$5,930	To protect exposed T&G wood ceiling
Sprayed Gunite 4" Thick on One Side	6968	SF	$6.00	$41,807	From floor to main roof line
Premium for Close Tolerance Finish	6968	SF	$3.00	$20,903	To allow for final finish such as furring
Allowance for Foundation Upgrades	1	LS	$75,000.00	$75,000	In selected locations where needed
Allowance for Additional Anchorage	1	LS	$50,000.00	$50,000	At tops of CMU walls
Upgrade Existing Plywood Shear Walls and Roof Decks					Increase nailing per Structural Report
Multi-Use Exterior Walls	8277	SF	$0.10	$828	
Multi-Use Roof Deck	4740	SF	$0.10	$474	
Multi-Use Sloped Roof Deck	4898	SF	$0.10	$490	
Center Area Exterior Walls	3774	SF	$0.10	$377	
Center Area Interior Shear Walls	3139	SF	$0.10	$314	
Diaphragms Btwn Main / Upper Roofs	3751	SF	$0.20	$750	In space between roofs
Center Area Roof Deck	10630	SF	$0.10	$1,063	
Center Area Fan Room Roof Deck	833	SF	$0.10	$83	
North Sloped Roof by Pool Gallery	1843	SF	$0.10	$184	
Allowance for Added Anchor Bolts	1	LS	$10,000.00	$10,000	
Allowance for Additional Tiedowns	1	LS	$10,000.00	$10,000	
Allowance for Structural Modifications	1	LS	$10,000.00	$10,000	Beams, etc. to accommodate new program
Subtotal of Interior Demolition and Structural Upgrades				$394,866	

INTERIOR FINISHES AND MEP MODIFICATIONS

Repair Finishes in Fan and Multi-Use Storage Rooms					Where removed for insulation access
Wood Base in Multi-Use Fan Room	79	LF	$20.00	$1,580	
Multi-Use Fan Room Wall Drywall	844	SF	$5.00	$4,219	
Multi-Use Fan Room Ceiling Drywall	877	SF	$6.00	$5,260	
Multi-Use Storage Wall Drywall	144	SF	$5.00	$720	
Multi-Use Storage Ceiling Drywall	627	SF	$6.00	$3,762	

Wood Base in Center Area Fan Room	111	LF	$20.00	$2,220	
Center Area Fan Room Wall Drywall	992	SF	$5.00	$4,961	
Center Area Fan Room Clg Drywall	833	SF	$6.00	$4,998	
New Flooring in Multi-Use Storage	620	SF	$6.00	$3,720	
New Rubber Base in MU Storage	160	LF	$2.50	$400	
Repaint Wood Trim in Fan Rooms	258	LF	$2.50	$645	
Repaint Drywall in Fan Rooms	6053	SF	$1.00	$6,053	
Paint Misc. Items in Fan Rooms	1	LS	$1,000.00	$1,000	
Repair Finishes in Trash Room					Where removed for insulation access
Plaster on Walls	163	SF	$10.00	$1,634	
Plaster on Ceiling	109	SF	$12.00	$1,306	
Epoxy Paint in Trash Room	422	SF	$2.50	$1,055	
Repair Finishes in Boiler Room					Where modified for new insulation
Paint Drywall Furring	623	SF	$1.25	$778	Added to cover sprayed insulation
Paint Exposed CMU / Gunite	560	SF	$2.00	$1,120	
Paint Exposed Wood Ceiling	610	SF	$1.50	$915	
Paint Exposed Wall Louvers	2	EA	$250.00	$500	
New Rubber Base on Furred Wall	53	LF	$2.50	$133	
Allowances for Finishes in Existing Spaces - New Partitions, Ceilings, Doors, Flooring, Millwork, and Specialty Items					
Multi-Use Area	6101	SF	$50.00	$305,050	
Locker Room and Restroom Spaces	1914	SF	$250.00	$478,500	
Balance of Center Area Space	10675	SF	$60.00	$640,500	
Temporary Heat for Finishes	1	LS	$50,000.00	$50,000	
Allowance for Specialties					
Allowance for Interior Graphics	1	LS	$15,000.00	$15,000	Includes paint and wall mounted panels
Banners Hung From Ceiling	1	LS	$10,000.00	$10,000	
Acoustical Wall Panels	1	LS	$20,000.00	$20,000	
Fire Sprinklers					
New Water Main to Supply Sprinklers				***Excluded***	Assume extended from new addition
Dry System Valves and Compressor	1	LS	$20,000.00	$20,000	
Dry Sprinklers in Soffit Areas	4317	SF	$8.00	$34,535	
Multi-Use Fan and Storage Rooms	1504	SF	$5.00	$7,518	
Center Area Fan Room and Soffits	310	SF	$6.00	$1,860	
Multi-Use Area	6101	SF	$5.00	$30,505	
Cavity Between Main / Lower Roofs	10630	SF	$6.50	$69,095	
Center Area	12589	SF	$5.00	$62,945	
Fire Pump				***Excluded***	Assume local water pressure is sufficient
Plumbing					In Center Area only
Remove Existing Piping Distribution	12589	SF	$1.00	$12,589	Assume fixtures removed w/interior demo
New Piping and Fixtures					Assume reusing existing 3" water service

Locker Room and Restroom Spaces	1914	SF	$35.00	$66,990	
Balance of Center Area Space	10675	SF	$5.00	$53,375	
Connections to HVAC Equipment	1	LS	$10,000.00	$10,000	
HVAC					Assume new system is forced air vs. radiant
Disconnect Radiant Heat System	1	LS	$1,500.00	$1,500	
Remove Equipment from Fan Rooms	2	EA	$25,000.00	$50,000	
Remove Existing Ductwork / Piping	21746	SF	$3.00	$65,237	
New HVAC Equip/Piping/Ductwork	21746	SF	$32.00	$695,857	Assume equipment in existing mechanical rooms
Premium for Ducted Returns	21746	SF	$5.00	$108,728	
Reconnect Radiant Heat at Entries	1	LS	$2,500.00	$2,500	
Roof Flashing at New Flues	1	LS	$2,500.00	$2,500	
Painting of Exposed Piping				***Excluded***	Assume pipe is insulated
Painting of Exposed Ductwork	1	LS	$10,000.00	$10,000	Excluded in Mechanical Rooms
Temperature Controls	21746	SF	$5.00	$108,728	
Testing and Balancing	21746	SF	$2.00	$43,491	
Electrical and Low Voltage Systems					
Temp. Electrical Power / Lighting	21746	SF	$0.50	$10,873	
Rem. Exist. Fixtures/Conduit/Wiring	21746	SF	$1.00	$21,746	
Rem. Exist. Low Voltage Cabling	21746	SF	$0.50	$10,873	
New Distribution Panels	1	LS	$50,000.00	$50,000	Assume existing service can be reused
New Lighting and Controls	21746	SF	$12.00	$260,946	
New Power Distribution	21746	SF	$6.00	$130,473	
Connect HVAC Equipment	1	LS	$10,000.00	$10,000	
Fire Alarm System	21746	SF	$5.00	$108,728	Assume new system
New MDF / IDF Equipment	1	LS	$30,000.00	$30,000	Assume existing services can be reused
Rough-in IT Conduit and Boxes	21746	SF	$1.50	$32,618	
New Structured Cabling	21746	SF	$1.50	$32,618	
A/V Conduit and Cabling	21746	SF	$1.50	$32,618	For sound systems and televisions
A/V Equipment				***Excluded***	Assume with FF & E
Allowance for Sound Systems	1	LS	$50,000.00	$50,000	In activity and multi-purpose rooms
Rough-in Security Conduit and Boxes	21746	SF	$1.00	$21,746	
Security Cabling and Equipment	21746	SF	$1.50	$32,618	Access control and cameras
First Responder Radio Amplification System				***Excluded***	Assume not required
Electric Vehicle Charging Stations				***Excluded***	Assume with site improvements
Standby Electrical Generator				***Excluded***	Assume not required
Subtotal of Interior Finishes and MEP Modifications				$3,859,839	

BASE ESTIMATE SUMMARY

General Items	$697,400
Pool Demolition and Separation of Structure at C.L. 22	$292,317
Exterior Envelope Modifications	$1,523,752
Interior Demolition and Structural Upgrades	$394,866
Interior Finishes and MEP Modifications	$3,859,839
Subtotal	$6,768,173
Indirect Costs - Insurance/Bonds/Permits-7%	$473,772
Subtotal	$7,241,945
General Contractor Overhead and Profit-6%	$434,517
Subtotal	$7,676,462
Design and Estimating Contingency-15%	$1,151,469
Total Estimated Base Construction Cost	**$8,827,931**
Remaining Building is 22,213 sq. ft.	**$397.42 /SF**

Cost Estimate assumptions

- This estimate is based on the assumption this work will be part of a larger concurrent project that will include an addition to the existing building and reconstruction of the parking lot. The duration of construction will vary depending upon the phasing required. The General Conditions (supervision) in this estimate are based on an assumed duration of 10 months, which would be a portion of the larger project.

- The existing building will be vacated during construction Prior to the start of this work, all materials containing asbestos or other hazardous materials will be removed and safely disposed of by an abatement contractor specialized in such removal. This will include removal of all wood shakes and redwood siding and underlying building paper; all interior drywall with texture, down to the underlying framing; all floor coverings adhered with mastic containing asbestos fibers; all asbestos-containing material in the pool area; and composite fire doors. Items that must be removed to gain access, such as cabinetry and wood trim shall also be disposed of prior to the start of this project.

- This estimate includes demolition and removal of the existing Pool Gallery structure, pool deck, pool shell, and underground piping to make it ready for construction of the new addition. The common wall on Column Line 22 will left in place, but the suspended deck, supporting corbels, and windows and doors in this wall will be removed. It is assumed this wall will be incorporated into the new addition (but be separated by an expansion joint).

- Structural upgrades include the application of a 4" thick layer of reinforced sprayed concrete to upgrade existing CMU shear walls, additional nailing of existing wood shear walls and diaphragms, and allowances for additional attachment of shear walls to the existing structure and additional attachment of shear walls to existing foundations. It has been assumed the existing foundations are generally adequate to withstand the increased design loads, but an allowance has been included to upgrade a portion of existing foundation locations.

- It is assumed the new program can be configured to work around existing shear wall locations, with only minor openings required.

- Allowances have been included to remove and replace up to ten percent (10%) of existing upper roof sheathing and five percent (5%) of sheathing under sloped roofs and vertical walls. No allowance is included for repair of the main roof tongue and groove decking, except for within the interior finish allowances.

- Existing floor slabs have been assumed to be left in place except at restroom and locker room areas, where floor slabs will be removed to allow for new sloped floors. These new floor slabs are included in the finish allowance for these spaces.

- New wall and roof insulation, air barrier, and upgraded doors, windows, and skylights will be provided for all exterior walls and roofs except for the wall on Column Line 22. New uninsulated storefront is included to close existing openings in this wall, but no insulation or finish is provided. It has been assumed the existing foundation insulation is sufficient.

- The new exterior envelope will consist of membrane roofing over 6" of rigid insulation on flat roofs; metal roofing over 3" of nailable rigid insulation on sloped roofs; metal siding over 3" of rigid insulation on gables and vertical walls; and cementitious fiber board siding over 3" of rigid insulation on walls currently covered with redwood siding. A sprayed air barrier will be applied to the substrate prior to installation of the rigid insulation (except a loose air barrier on flat roofs), and sprayed insulation will be applied to the interior surface of the exterior framed walls (except under flat roofs). Drywall will be replaced on the interior side of these exterior walls. Aluminum storefront framing has been assumed in lieu of the original hollow metal frames to improve thermal performance.

- Areas that are likely to remain in their current use, such as fan rooms, Multi-Use storage rooms, Boiler Room, and Trash Room will be left as is, except for modifications required to insulate the exterior walls and roofs, and be restored to their original condition.

- All work is to be done during normal business hours, without significant overtime or night work.

- No provisions are included in this estimate for temporary space for Recreation Center personnel or storage of Owner equipment.

- As part of the new addition and site improvements, it will be necessary to extend a new water service main to supply fire sprinklers for both the new addition and this existing building. It has been assumed this new water main will be part of the site improvements, and not included as part of this work. The new Fire Sprinkler Entry Room and Fire Department response point will be in the new addition.

- Fire sprinklers have been included as required by code for both for the main level and the interstitial space between the main and upper roofs. A separate dry fire sprinkler system has also been included for exterior soffits and concealed soffit framing.

- It has been assumed the existing 3" domestic water service, sanitary sewer service, electrical power, natural gas, and tele/data services are sufficient for this building and can be left as is and modified to reflect any new conditions.

- New HVAC equipment has been assumed to be located in the existing fan and boiler rooms. All existing equipment would be removed A premium for return ductwork has been included, versus the use of return air plenums, due to the wood structure.

- See the body of the estimate for further assumptions / inclusions / exclusions.

- Items marked by "Allowance" were non-quantifiable.

- This estimate is based upon summer 2020 construction costs. If the project start date is after that, an escalation factor of five percent (5%) per year must be added.

- There were many assumptions required to prepare this cost estimate, some of which may not be correct. To attempt to account for this uncertainty, a contingency of fifteen percent (15%) has been included.

Exclusions

- Architect & Engineering or Other Consultant Fees
- Testing / Asbestos or Hazardous Materials Mitigation
- Field Inspections and Quality Control Testing
- Significant Temporary Heat or Cold Weather Protection
- Planning and Zoning Permits, Fees, and Approvals
- Upgrades to the Electrical, Natural Gas, Water, Telephone, Cable TV, and Fiber Optic Services to the Building
- Builder's Risk Insurance on the New Addition
- Reinforcement of the Existing Structure to Support New Snow Drift Loads
- Additional Insulation on Foundation Walls or Under Floor Slabs
- Additional Draft Stops in Soffits and Ceiling Cavities
- ADA Door Operators
- Audio / Visual Equipment, Except for an Allowance for Sound Systems
- Elevators or ADA Lifts
- Fire Pump or Standby Generator
- Removal of Existing Loose Furniture and Equipment
- Furniture, Fixtures & Equipment (FF&E), Including All Fitness and Weight Equipment

SECTION 3: BUILDING ASSESSMENT

- Code Compliance Assessment
- Compliance Plans
- Existing Accessibility Analysis

Code Compliance Assessment

Assumptions

The Project consists of an alteration and addition to the existing Recreation Center Facility. The multi-use, administrative and locker room areas of the existing building will be retained and altered to accommodate a portion of the program requirements for the new facility. The balance of the program requirements are to be included in an addition to the building. The existing swimming pool and structure located to the north of the grid line 22 are to be eliminated and replaced with a new aquatic natatorium in the new addition.

- There is no change in Occupancy Types from those at existing with Recreation & Swim Complex
- Structural changes do not exceed 50%

Existing Conditions

- Building Area= 32,017 SF, Single Story
- Not currently protected by automatic fire sprinkler system (AFS)
- Occupancy Type: Assembly A-3
- Type of Construction: Type VB
- 30 ft open on all sides of the building

Existing area approximations

• Multi-use Activity Areas, Administration	20,657 sf
• Swimming Pool Complex	11,360 sf
• Total	32,017 sf

Allowable Area and construction Type Analysis

Applicable Codes - 2019 California Building Code (CBC)
Allowable Building Area options based on Type of Construction:

- Type VB-NS
  Area factor from Tables 506.2 = 6,000 sf
  Allowable area increase (separation all sides)
  6,000 sf+ (6,000 x .75) = 10,500 sf

- Type VB -w/Automatic Fire System (AFS)
  Area factor from Table 506.2 = 24,000 sf
  Allowable area increase (separation all sides)
  24,000 sf+ (6,000 x .75) = 28,500 sf
  Note: If no building addition or expansion is planned, the existing building would meet the allowable area limitations of Type VB construction, if an automatic fire sprinkler system is installed.

  If a building addition is planned, the allowable area increase would decrease depending on the linear footage of existing perimeter. Assuming expansion on two sides (pool expansion in current location, gymnasium expansion elsewhere.

Existing building perimeter	= 716 lin. ft.
Amount of perimeter affected by an addition	= 288 lin. ft.
Allowable increase due to separation	= (288/716 lf x 6000) = 2413 sf
24,000 sf+ 2,413 =	= 26,413 sf

- Type IIIB - NS
  Area factor from Table 506.2 = 9,500 sf
  Allowable area increase (separation all sides)
  9,500 sf+ (9,500 x .75) = 16,625 sf

- Type IIIB -w/AFS
  Area factor from Table 506.2 = 38,000 sf

Allowable area increase (separation all sides)
38,000 sf+ (9,500 x .75) = 45,125 sf

Compliance Options for existing building:

- Type VB
  Add Automatic Fire Sprinkler System
  Allowable area w/o separations = 24,000 sf
  Actual Area = 20,400 ok
  Provide building separation fire walls between the remaining portion of existing building and any new additions
  - 2-hr if addition is V-A
  - 3-hr if addition is 11I-B

  Type III-B
  Add Automatic Fire Sprinkler System

  Change existing exterior bearing walls to 2-hr, n-combustible. Fire treated wood framing okay "

  Firewalls not required if total building area per story, including a Type III-B
  addition, does not exceed 45,125 sf and total building area (2-stories) does not exceed 90,250 sf.

Impacts on Building Renovation and Recommendations:

- Install new automatic fire sprinkler system
- Install new fire alarm and notification system
- Remove and replace building roof system, and any deck showing signs of deterioration
- New roof insulation R35
- New exterior continuous EPS insulation at exterior, batt insulation inside stud cavity, R19 total
- New exterior wall sheathing

Existing and Accessibility Analysis

The Access Compliance Assessment below, previously prepared by Williams + Paddon, generally identifies areas and elements of the existing facility that are not in compliance with current accessibility codes.
Alterations to the existing facility will be subject to the requirements of CBC Section 11 B-202. The requirements include full compliance for all altered elements and spaces and an accessible path of travel to the specific areas of alteration. The primary accessible path of travel shall include:

1. A primary entrance to the building or facility,
2. Toilet and bathing facility serving the area,
3. Drinking fountains serving the area,
4. Public telephones serving the area, and
5. Signage

The cost of the alteration will exceed the valuation threshold so full compliance with the requirements described above is mandatory regardless of cost unless the enforcing agency determines that the cost is an unreasonable hardship.

The following assessment was provided by Williams + Paddon in the facility assessment conducted March 2016.

SOUTH LAKE TAHOE RECREATION / SWIM COMPLEX

Access Compliance Overview

WP Project No. 152400
1/13/2016

Item	Condition Exist? Y/N	Fully Compliant Y/N	Notes
Site Arrival Points			
Accessible route from public way to accessible entry	N	N	New Project needs to provide an accessible route from public way to accessible entry point.
Accessible Route connecting accessible buildings on same si	Y	N	Pathway to Ice Rink Facility exists. Moderate differential slab elevations between Rec & Swim and Ice Rink. Ramps, landings, sidewalk slope and cross slope compliance not verified. No detectable warnings (truncated domes) at vehicular way crossings
Entrances and Exterior Ground Floor Exits			
Clearances	Y	Y	Clearances at exterior doors appears compliant
Hardware	Y	N	Hardware type, mounting heights need to be modified for compliance
Slopes / Cross Slopes	Y	N	Pathway exists. Exact landing elevations, walk slope & cross slope compliance not verified. Landings elevations may need to be modified for compliance
Signage	N	N	New and additional accessibility signage needs to provided with new Project
Accessible Means of Egress			
Clearances	Y	Y	Clearances at exterior doors appears compliant.
Walking Surfaces			
Sidewalks	Y	N	Cracks, uneven joints, uneven surfaces, uplifting and uneven surface textures are prevalent. Site pathways, sidewalks and walkways should be replaced as part of a new Project.
Walks	Y	N	Cracks, uneven joints, uneven surfaces and uneven surface textures are prevalent. Site pathways, sidewalks and walkways should be replaced as part of a new Project.
Slope	Y	TBD	Ramps, landings, sidewalk slope and cross slope compliance not verified. Exact ramp, landing elevations, walk slope & cross slope compliance not verified.
Changes in level	Y	N	Site pathways, sidewalks and walkways should be replaced as part of a new Project. Uneven walkway joints are prevalent. Exact ramp, landing elevations, walk slope & cross slope compliance not verified. Site pathways, sidewalks and walkways should be replaced as part of a new Project.
Clearances	Y	N	
Widths	Y	N	Walkways vary in width, not all compliant. Non-compliant sidewalks and walkways should be replaced as part of a new Project
Protruding Objects			
Site	-	-	None found

SOUTH LAKE TAHOE RECREATION / SWIM COMPLEX

Access Compliance Overview

VFP Project No. 152400
1/13/2016

Item	Condition Exist? Y/N	Fully Compliant Y/N	Notes
Floor or Ground Surfaces	Y	As Noted	Generally found compliant with floor and ground surfaces stable, firm and slip resistant. Recommend slip resistance testing of tile surfaces, pathways to pool and pool deck. Floor drains and slot drains opening width and direction are non-compliant.
Knee and Toe Clearances	-	N	Observed counters and lavatories do not provide required clearances where required.
Reach Ranges	-	N	Observed counters and lavatories do not provide required clearances where required.
Operable Parts	-	N	Observed toilet & locker accessories, lockers, kitchen appliances, public telephone, do not provide required clearances where required.
Doors, Doorways and Gates			
Rooms and Spaces	Y	As Noted	Generally found compliant with exception of Doors 3, 13 and 28 (non-compliant width) and revolving door to pool.
Maneuvering Clearances	Y		Generally found compliant with exception of Pool Admin/Lifeguard Areas, Restrooms (M&W), all Locker Rooms (M&W) and revolving door to pool .
Hardware	Y		Hardware type, mounting heights need to be modified for compliance.
Ramps	Y	N	Ramp to Pool Equipment Room exceeds slopes, no level landings. New Project should consider relocation and/or reconstruction.
Curb Ramp Configuration	Y	N	Curb Ramp near main entry. New Project should consider relocation or reconstruction and /or relocation. No detectable warnings (truncated domes) at vehicular way crossing.
Elevators	N		
Parking Spaces			
Quantity			
Van	N	N	
Size			
Location		N	
Configuration			Accessible pathway to entry not identified
Signage	Y	N	
Passenger Loading Zone			
Size	N	N	
Location		N	
Configuration		N	
Signage		N	

SOUTH LAKE TAHOE RECREATION / SWIM COMPLEX

Access Compliance Overview

WP Project No. 152400
1/13/2016

Item	Condition Exist? Y/N	Fully Compliant Y/N	Notes
Stairways (Access to Pool Gallery level)			
Rise/Run	Y	Y	
Surfaces	Y	Y	
Contrasting Stripe	Y	N	Top and bottom risers not contrasting color.
Landings	Y	N	Landing sizes and slopes are non-compliant.
Handrails	Y	N	Height and extensions are non-compliant.
Drinking Fountains			
Clear Space	Y	Y	
Knee/Toe Clearance		Y	
Spout Height/Location		TBD	
Toilet Facilities and Bathing Facilities			
Access Clearances	Y	N	
Water Closets	Y	N	
Urinals	Y	N	
Lavatories./Sinks	Y	N	
Shower Compartments	Y	N	
Accessories	Y	N	
Signage	Y	N	
Fire Alarm Systems			
Audible	N		Not tested.
Visible	N		
Manual alarm pull box reach heights	N		
Signs - Locations			
Exit doors	N	N	
Toilet and Bathing Facility Signs	Y	N	
Areas of Refuge	N	N	
Directional (Means of Egress)	N	N	
Tactile Exit Signs	N	N	
Parking	Y	N	
Entrance	Y	N	
Toilet Rooms and Bathing Rooms	Y	N	
TTY's	N	N	
Assistive Listening	N	N	
Telephones	Y	N	Pay phone in vestibule.

SOUTH LAKE TAHOE RECREATION / SWIM COMPLEX

Access Compliance Overview

WP Project No. 152400
1/13/2016

Item	Condition Exist? Y/N	Fully Compliant Y/N	Notes
Dressing, Fitting & Locker Rooms			
Access Clearances	-	N	
Showers	Y	N	
Lockers	Y	N	
Accessories	Y	N	
Kitchens			
Maneuvering Clearances	-	N	
Counter Heights	Y	N	Lacking required accessible counter height, no clear space under.
Appliances	Y	N	Reach range to operational parts at most appliances non-compliant.
Clear Floor/Ground Space	-	Y	Some maneuvering clearances at appliances non-compliant.
Reach Ranges	-	N	Reach range to operational parts at most appliances non-compliant.
Sales and Service Counters			
Approach	Y	Y	Reception desk
Transaction Surface	Y	Y	Reception desk
Swimming Pool			
General	Y	N	Refer to Pool Assessment for additional information.
Lifts	Y	N	Lift is available but older model and non-compliant with current codes.
Outdoor Areas			
Playground	Y	N	New Project should include accessible pathway(s), ground surfaces and transfer points to accessible equipment.

SECTION 4: HAZARDOUS MATERIALS ASSESSMENT

Hazardous Materials Assessment

The City of South Lake Tahoe commissioned a hazardous materials test of the existing building by Environmental Testing & Consulting Inc. dated September 17, 2019. In an excerpt from this report, the methodology and purpose are summarized as follows:

On September 12 and 17, 2019, a representative from Environmental Testing & Consulting (ETC) collected samples of building materials * (roofing, wood shake black paper, composite shingles, fire-taped walls/ceiling, stucco, knock down texture wall/ceiling, thermal system insulation, 12" x 12" white speckled floor tile/mastic, 4" and 6" cove base mastic, 12" x 12" ceiling tiles, composite fire doors, HVAC tape, and sheet flooring/mastic) in the areas (occupied space and exterior - please see attached sketch for exact sample locations) of the above-mentioned facility/residence intended for removal/renovation. The contractor described the scope of work.

The purpose of this survey was to determine if Asbestos Containing Material (ACM) existed in the building materials that may be disturbed by an intended renovation. With this knowledge, the Owner or the Owner's Agent can determine what abatement action is necessary for appropriate health and safety precautions and to comply with all applicable federal, state and local regulatory requirements prior to and during the proposed renovation. The survey work included conducting a visual inspection of the proposed work areas to determine types of building materials present, then developing and implementing a sampling plan of all accessible suspect asbestos containing materials in the intended renovation area. Samples were collected from the impacted materials. The samples were analyzed for asbestos content by EPA Method 600/R-93/116.

From the summary, the description and location of all ACM detected in the survey is summarized in the following table. The following homogenous materials were determined to be ACM because the analytical results indicate they contain greater than 0.1%** asbestos:

ACM Summary Data			
Material Description	**Material Location**	**Sample Number & Asbestos Content**	***Friability**
Wood shake black paper **(>6 square feet) (Miscellaneous Material)**	Exterior Roof	1 (9-12-19) 20-30% Chrysotile	PF
Fire-taped wall/ceiling material **(>6 square feet) (Miscellaneous Material)**	Pool Equipment Room	12 (9-12-19) 1-5% Chrysotile	F
Knock down texture wall material **(<1000 square feet) (Surfacing Material)**	Acid Room	18 (9-12-19) 1-5% Chrysotile	F
Knock down texture wall material **(<1000 square feet) (Surfacing Material)**	Administration Offices/ Activity Rooms	33 (9-12-19) 1-5% Chrysotile	F
Black mastic associated with the 12" x 12" white speckled floor tile **(>6 square feet) (Miscellaneous Material)**	Activity Rooms, Copy Room, Kitchen	6 (9-17-19) 1-5% Chrysotile	PF
Knock down texture wall material **(<1000 square feet) (Surfacing Material)**	Maintenance Office/Storage	23 (9-17-19) 1-5% Chrysotile	F
Composite fire doors **(>6 square feet) (Miscellaneous Material)**	Throughout the Occupied Space	29 (9-17-19) 5-10% Chrysotile 10-20% Amosite	F
***Note: F = Friable NF = Non- Friable PF = Potentially Friable, because it will become friable under standard renovation or demolition procedures.			

The materials determined **not to be ACM** because they did not contain regulated quantities of asbestos include:

- Knock down texture wall/ceiling materials in the gym storage area (<1000 square feet)
- Tar and gravel roofing (>6 square feet)
- Composite shingles (>6 square feet)
- Stucco around the pool (>6 square feet)
- Thermal system insulation (joints, elbows, etc.) in all mechanical rooms (>6 square feet)
- HVAC tape/wrap in in all mechanical rooms (>6 square feet)
- Stucco in the pool bathroom/locker room (>6 square feet)
- Mini tank insulation in the pool mechanical room (>6 square feet)
- 12" x 12" white speckled floor tile in the activity room, copy room, kitchen (>6 square feet)
- 4" and 6" cove base mastic throughout (>6 square feet)
- 12" x 12" ceiling tile in the bathrooms and administration offices (>6 square feet)
- Fire-taped wall/ceiling materials in the mechanical room above the maintenance office (>6 square feet)
- Sheet flooring/mastic in the kitchen (>6 square feet)
- Fire-taped wall/ceiling materials in the gym mechanical room (>6 square feet)

Impacts on Building Renovation:

- Abate all drywall and texture containing asbestos, replace all new drywall and texture
- Abate all floor tile and mastic, replace all floor tile
- Abate exterior paper, remove shake shingles. Replace exterior building cladding with cementitious wood siding on new dens deck, building paper and sheathing

Section 5: Structural Assessment

Introduction
Gabbart & Woods Tahoe Partners has been retained by Perkins & Will to provide assistance regarding the feasibility of incorporating portions of the existing South Lake Tahoe Recreation Center into a future Recreation Complex. This proposed complex includes new construction adjoining remodeled existing construction. Our narrative is prepared to provide such assistance.

Limitations
This narrative is of a general nature; in-depth analysis and calculations were not undertaken within this scope of work. No lateral analysis of the existing building was undertaken.

Existing Building Areas
The existing South Lake Tahoe Recreation Center is comprised of three general areas:

- Multi-Purpose / Gym Area
- Central Area with Entries/ Lobbies / Classrooms
- Pool Area

Within the context of this narrative, it is assumed that the existing Pool Area will be demolished and replaced by a new enclosed Pool Building. Therefore, this narrative will address the feasibility of retaining and remodeling only the Multi-Purpose / Gym Area and the Central Area with Entries / Lobbies / Classrooms.

Applicable Codes / Standards
The evaluations within this narrative are based upon the following Codes and Standards:

- 2019 California Building Code, including Chapter 34A, "Existing Structures"
- 2019 California Existing Building Code
- ASCE Standard, ASCE 7-17, "Minimum Design Loads for Buildings and Other Structures"
- ASCE Standard, ASCE 41-17, "Seismic Evaluation and Retrofit of Existing Buildings"

Existing Plans and Details / Site Visit
To obtain information for the preparation of this narrative, we referred to copies of the original plans and details by Schuyler L. Jeffries AIA & Associates, dated 2.6.74. We also visited the site on 11.20.19 to observe the visible elements of the structure.

DESIGN CRITERIA
The following Design Criteria applies to the proposed Recreation Complex, in accordance with the requirements of The City of South Lake Tahoe:

Structural Risk Category III, based upon conceivable occupancy of more than 150 people in the main gathering areas.

Snow Design
Snow Load (Pg) = 150 psf

- Exposure coefficient (Ce) = 1.0
- Thermal coefficient (Ct) = 1.0
- Snow Importance Factor (Is) =1.10, for Risk Category III

Seismic Design

- Mapped spectral response acceleration (Ss) = 1.538
- Seismic Design Category D
- Seismic Site Class D
- Seismic Importance Factor (Ie) = 1.25, for Risk Category III

Wind Design

- Wind Speed (Vult) = 130 mph
- Wind Speed (Vasd) = 101 mph

- Wind Exposure Category B

Soil Capacity = 1500 psf (Assumed default value unless a geotechnical report provides higher values)

Floor Live Loads

- Multi-purpose areas = 100 psf
- Egress areas = 100 psf
- Classrooms / Offices= 50 psf

Existing Structural Systems Description

Multi-Purpose / Gym Area
The existing Multi-Purpose / Gym Area is a one-story structure consisting of central level timber roof framing, perimeter sloping mansard timber roof framing, timber ceiling framing, wood stud and plywood shear walls, a slab-on-grade floor, and concrete stem walls with shallow concrete continuous footings and spread pads.

Central Area with Entries/ Lobbies / Classrooms
The existing Central Area with Entries / Lobbies / Classrooms is a one-story structure consisting of level timber "upper" roof framing, level timber structural ceiling framing (aka "main roof" on the original plans), perimeter sloping mansard roof framing, wood stud and plywood shear walls, concrete masonry unit (CMU) shear walls, and concrete stem walls with shallow concrete continuous footings and spread pads. A portion of the roof structure bears upon the concrete structure associated with the Pool Area which may be identified for demolition.

General Condition of the Existing Structural Systems (Observations are limited to those elements visible at the time of our site visit.)

Wood Roof Framing:
In general, the wood roof structure does not appear to show signs of structural distress. We did not observe significant structural cracks or visible signs of deflection beyond accepted norms.
Some wood members in the perimeter sloping mansard roofs, which are exposed to the outside elements show some normal, and repairable, deterioration.
The condition of the existing roof plywood diaphragms is not completely known, but those areas visible from below appear to be in good condition.

Wood Stud and Plywood Walls:
No visible signs of distress were noted in the wood stud and plywood walls. Walls appeared to be plumb and true.

CMU Walls:
No visible signs of distress were noted in the CMU walls. Walls appeared to be plumb and true. The wall reinforcing pattern is not known, nor is it known if the walls are solid grouted or partially grouted.

Concrete Floor Slabs:
According to the original plans, the slabs on grade are 4 inches thick with welded wire mesh, over 2 inches of sand over a vapor barrier over 4 inches of rock base. No visible signs of distress were noted in the slabs, nor were slabs observed to be significantly out of level.

Concrete Walls and Stem walls:
No visible signs of distress were noted in the concrete walls and stem walls.

Concrete Footings:
Concrete footings were not visible for observation however no signs of significant settlement were observed.

Load Resistance Requirements of the Existing Structural Systems as affected by Additions and Alterations

Lateral Loads:

This narrative assumes that seismic forces will govern over wind forces in the general design of the lateral force system and its primary elements.

Governing Code Sections

- CBC Section 3403A.4 "Where the addition is structurally independent of the existing structure, existing lateral load-carrying structural elements shall be permitted to remain unaltered."
- CBC Section 3404A.4 / Exception 1 "Any existing lateral load-carrying structural element whose demand-capacity ratio with the alteration considered is no more than 10 percent greater than its demand-capacity ratio with the alteration ignored shall be permitted to remain unaltered."

Commentary

- The existing Lateral Force System consists of plywood wood roof diaphragms, plywood shear walls, and CMU shear walls.
- It is desirable that Additions be designed to be structurally independent of the existing building. This simplifies the path to code conformance by not placing additional demand upon the existing structure to resist lateral load forces from the Additions.
- Even if the Additions are independent of the existing building, there could be additional lateral load exerted on the existing roof due to drifting snow from the Additions. It would be desirable to configure roofs and /or parapets of the Additions to prevent the deposition of drifting snow onto the existing roof.
- It is reasonable to assume that the existing roof diaphragms can be adapted to meet acceptable demand-capacity ratios.
- While it is desirable that an increase in the demand-capacity ratio of existing building shear walls due to alterations be limited to 10 percent, this may not be a realistic goal. Many of the existing building's interior wood stud walls and CMU walls were detailed as shear walls and it is likely that proposed floor plan alterations may eliminate significant sections of these shear walls. If this is the case, the building's remaining and new shear walls would require justification with the provisions of the 2019 CBC, or alternatively, with the tiered performance analysis procedures of ASCE 41-17.
    - Strengthening of the wood shear walls to meet the provisions of the 2019 CBC could be undertaken by increasing nailing, adding anchor bolts and supplementing tiedown hardware.
    - CMU shear walls in buildings designated Seismic Design Category D must conform to the requirements of Special Reinforced Masonry Shear Walls (SRMSW) in order to meet the requirements of the 2016 CBC. These requirements in the present codes aim to provide ductility in the shear walls to deter brittle failure in a design level seismic event. The existing CMU shear walls almost certainly do not meet the reinforcing detailing required of SRMSW.

      A tiered performance analysis of the existing CMU shear walls in accordance with ASCE 41-17 could be undertaken in conjunction with testing (non-destructive and / or destructive) of the existing wall grout and reinforcing. It may not be realistic however to expect that the existing walls would be found to provide the required performance characteristics.

      More realistically, the existing CMU shear walls could be strengthened to meet the requirements of the 2019 CBC. This could be accomplished by adding surface mats of steel reinforcing bars and a pneumatically applied concrete ("shot-crete") layer with a minimum thickness of at least 4 inches. Some new foundations may also be required in this strengthening process.

- CMU shear walls also must meet current code requirements regarding "out-of- plane" seismic forces (ie perpendicular to the wall surface). Anchorage force code requirements for attachment of the top of the CMU wall to the roof diaphragm have increased significantly since the time of the original design and therefore strengthening of these connections may be required. This may be accomplished by installing new epoxied anchors into the grouted walls and using welded steel plates with bolts to the wood roof framing.

- Grid line 22, the existing interface of the Central Area with the Pool Area, is an important line in the lateral load paths. A new shear wall or new moment frame system would be required here when the existing pool structure is demolished. Temporary shoring will be required.

Gravity (Snow) Loads

Governing Code Section:

- CBC Section 3403A.3 / Exception 1 "Any existing gravity load-carrying structural element for which an addition and its related alterations cause an increase in design gravity load of more than 5 percent shall be strengthened, supplemented, replaced, or otherwise altered as needed to carry the increased load required by this code for new structures.

Commentary

- Per the 2019 CBC, a Snow Importance factor of 1.10 is required if there is an assignment of structural Risk Category III to the building. The basic flat roof design snow load would therefore be Pr= (0.7) (1.0) (1.0) (1.1) 150=116 psf.
- Drifting Snow: In the proposed new Recreation Complex, it is possible that Additions will create conditions which could deposit drifting snow on the existing roof structures. Therefore, consideration should be given to additional drift snow loads in accordance with ASCE 7-10, Section 7.7. As mentioned in the "lateral forces" section above, it would be desirable to configure roofs and/or parapets of the Additions to prevent the deposition of drifting snow onto the existing roof. Actual roof geometries will determine the design magnitude of the resulting drift snow loads. If it is thought that significant drifting will occur, we suggest that a drift surcharge load Pd of 70 psf, applied in a manner suggested in ASCE 7-10 figure 7-8, be used.
- Design criteria for the existing building was not available for our review, but from our review of the original plans, as well as our spot check calculations for key roof members, we believe it is likely that the original design snow load was at least equivalent to the current basic 116 psf requirement, but perhaps less than that now required in areas which will experience drifting snow load.
- Wood rafters and wood beams may be strengthened to meet the 2016 CBC design requirements in areas of drifting snow. For rafters, this may be accomplished by the addition of "sistered" like-sized members alongside the existing members. For beams this may be accomplished by the addition of new posts with footings to shorten the beam spans or by the addition of bolted steel plates alongside portions of the existing wood beams.
- We believe the vast majority of existing posts and footings will most likely be found to meet the requirements of the 2019 CBC.
- Grid line 22, the existing interface of the Central Area with the Pool Area, is an important line in the roof loads. A new bearing wall or new post and beam system would be required here when the existing pool structure is demolished. Temporary shoring will be required.

Summary

In summary, the existing building's structural systems appear to be in good serviceable condition. The CMU shear walls are likely not designed to today's ductility or diaphragm anchorage requirements, but other structural elements observed and reviewed on the plans are likely to be reasonably close to meeting today's codes and standards of care.

Desirable characteristics of any Additions and Alterations, from a structural standpoint, might include:

- Design and detail the proposed Additions as independent structures with seismic joints at the interface with the existing building.
- Design the Additions' roof geometry to not deposit significant drift snow load upon the existing roofs.
- Leave intact, to a reasonable extent, the many existing wood stud and plywood shear walls.
- Do not disturb the existing CMU shear walls.

Other recommendations for the future engineering design phase include:

- Undertake exploratory investigation (possibly including limited focused demolition) and testing of a representative sample of the existing CMU walls prior to design.

- Check the capacity of the existing anchorage details at the top of the CMU shear walls and consider strengthening these connections.
- In specific areas where shear walls are to be reduced in length or removed altogether, remaining shear walls may be strengthened, and / or new walls strategically added. Wood shear walls may be strengthened more easily and cost effectively than CMU shear walls.
- Grid line 22, the interface of the existing Central Area and Pool Area, would require shoring during demolition of the existing pool structure. A new structural wall or new moment frame should be incorporated at this line to support lateral loads and snow loads from the existing structure.
- Some exposed wood roof framing tails at the mansard roofs show normal signs of wear from exposure to moisture, and these members could benefit from added protection.

Finally, in any cost analysis it would be wise to provide an allowance for unforeseen conditions and potential structural issues currently not visible or known.

SECTION 6: MECHANICAL, ELECTRICAL AND PLUMBING ASSESSMENT

Summary

Sugarpine Engineering (SPE) was asked to review the existing envelope, mechanical, electrical, and plumbing (MEP) systems in the facility indicated above. Envelope was reviewed for energy and thermal performance only.

The purpose of our field observation and subsequent research was to determine, to a reasonable degree of engineering certainty, whether the existing MEP systems have significant remaining useful life, and to what extent, if any, they can be kept or re-used for a remodel or expansion of this facility.

Our work considered whether systems are configured appropriately relative to current building codes, ordinances, published standards, and regional construction precedence. The purpose of this report is to provide a summary of those findings.

Note that this report is based on engineering judgment, visual observation, review of the works of others, and engineering experience. Items were evaluated to reasonable accuracy based on available information, and one visual review of the facility. Should new information become available, we reserve the right to evaluate this information and any impact it that it may have on our findings. This is a summary report and is not an exhaustive report. No destructive testing or destructive investigation was performed.

Executive Summary

The facility appears to have been well-built when it was constructed. Most current MEP systems are built to last 20-25 years. 45 years is approaching the end of even the best-case lifespan of all parts of MEP systems, except generally ductwork and dry sheet metal. We recommend that some newer components be kept, but most of the systems in the facility should be replaced.

Observations

1. General:
    a. The MEP systems were constructed in 1974, with final facility completion in 1975.
    b. Most of the systems are in the original configuration with original products, and generally match the design plans.
    c. Facility is operational in its present condition.
    d. Piping is likely nearing the end of its useful life.
    e. Evidence of severe ice damming and roof leaks.
    f. Severe corrosion on all parts of the pool wing.
    g. Windows and main doors are metallic storefront and steel framed systems. Double-pane clear glazing.
    h. Service doors are hollow wood or steel.
2. Envelope:
    a. No insulation on CMU block or concrete walls.
    b. 2x6 walls with fiberglass batt (per original plans, not visible).
    c. Roof batt insulation thickness not visible, not clearly indicated on original plans.
    d. Evidence of severe and prolonged roof leaks; calcium stalactites and stalagmites.
    e. Evidence of severe and prolonged interior condensation and associated corrosion damage.
3. Pool:
    a. Filters are sand type, manufactured in 2012.
    b. Filter pump was manufactured in 2015. 15hp motor.
    c. Boiler (pool heater) with its associated pump was manufactured in 2019. 1,260 MBH input, 1,071 MBH output nameplate rating.
    d. Original heat exchanger (used to be fed by the main boilers) has been removed.
    e. Room humidity is high.

f. Evidence of condensation and corrosion.
g. Pool water treatment is done by adding oxidizers. No UV system exists.
h. Chemical storage room MEP systems are extremely corroded.

4. Fire Protection:
    a. No sprinkler system exists.
    b. No alarm system exists.
5. Plumbing:
    a. Metallic piping and plumbing fixtures in and near the pool area are severely corroded.
    b. Fixtures are mostly original, commercial and heavy-duty grade.
    c. Showerheads appear to be lower-flow than original.
    d. Fiberglass packaged showers were added to the Women's locker room somewhat recently.
    e. Main shower valves are original. At least one is leaking at the handle.
    f. Two domestic water heaters were new around 2006. Original boiler-heated tanks were replaced with gas-fired units at that time. Pumps appear to have been replaced around the same time.
    g. Piping and insulation appear to be original and in good condition. Note that pipe wall thickness was not evaluated, but neither our visual review nor staff report indicated any leaking pipes.
6. HVAC:
    a. Large boiler was manufactured in 1974. 5,000 MBH input, 4,000 MBH output nameplate rating.
    b. Small boiler was manufactured in 2010 and replaced the second large boiler. 2,000 MBH input, 1,700 MBH output nameplate rating.
    c. Numerous repairs have been made to almost all hot-water heating components; air handlers, valves, pumps, tanks, etc.
    d. Most pumps have been repaired and/or replaced, assumed to be part of the 2010 mechanical repair/upgrade projects.
    e. Expansion tank is atmospheric-type and appears to be original.
    f. Ductwork appears to be original.
    g. Cogeneration gas turbine (heat + electricity) was manufactured in 2010. Is not in operation. Staff reports that it was possibly damaged during installation, doesn't work, and has been off for years.
    h. Cogeneration heat exchanger was manufactured and installed same as turbine. System is piped but not used.
    i. Piping and insulation appear to be original and in good condition.
    j. Air handling units and fans have leaks at their coil piping.
    k. Air handling units are original. Main exhaust fan wheel is unbalanced, or shaft is bent, causing the attic to shake.
    l. Attic is being used as a return-air plenum.
7. Electrical
    a. Generator is Cummins/Onan manufactured in 1991. 300 kW / 375 kVA, 120/208V, 3-phase. Remote outdoor radiator. Appears to be in good condition.
    b. Automatic transfer switch is Cummins/Onan manufactured in 1991. 1000A, 120/208V, 3-phase. NEMA 3R rated for outdoor installation. Appears to be in good condition.
    c. Main distribution switchboard is Westinghouse manufactured in 1974. 1000A, 120/208V, 3-phase. This is the original switchboard. Shows signs of rust/oxidation and corrosion. Missing hardware and labeling. Housing not fully enclosed.
    d. Distribution panelboards are Westinghouse. Appear to be original. Show signs of rust/oxidation and corrosion. Circuit labeling unreliable.
    e. Receptacles are a variety with most having been replaced at some point since the original construction. Many areas lack GFCI protections. Some outdoor receptacles lack adequate weatherproof coverings. Some areas lack sufficient receptacles, promoting the use of power strips and extension cords.
    f. Switched receptacles would be required in office and lobby areas to meet current CA energy code.
8. Lighting
    a. Fixtures are mostly a variety of incandescent, fluorescent, and compact fluorescent fixtures with a few newer LED fixtures.
    b. Most lighting fixtures are functioning with some fixtures in disrepair.
    c. There are a variety of color temperatures lamps installed, resulting in some fixtures appearing yellow and others appearing blue in hue.

d. Most of the lighting fixtures will not comply with current CA energy codes because they are not dimmable or do not meet the required efficacy.
e. Light switching also generally does not comply with current CA energy codes.
f. Parking lot lighting was observed during the daytime and was not reviewed for adequacy to remain.

Findings and Potential Issues

1. General:
    a. Pipes generally wear out through corrosion and erosion in 30-50 years, depending on water quality. Copper can last longer if water quality is tightly controlled.
    b. Piping specialties (valves, fittings, flanges, gauges, etc.) have been replaced over time, and can be periodically replaced and repaired indefinitely if parts are available.
    c. Systems are generally in good condition, considering their age. Most HVAC and plumbing systems in facilities of this type are designed to last 20-30 years.
2. Envelope:
    a. Wall insulation does not meet current energy code.
    b. Insulation within walls may be damaged from long term exposure to severe condensation and roof leaks.
    c. Roof insulation does not meet current energy code. Roof is not thick enough to be insulated per code.
    d. Windows, skylights, and doors do not meet current energy code.
    e. Some windows, skylights, and doors are damaged/corroded beyond repair.
3. Pool:
    a. CPVC piping has remaining useful life, as CPVC is generally nonreactive to pool water. Note however that with low material cost, re-using salvaged CPVC is generally not recommended. Fittings with glue joints must be cut-out and cannot be reused.
    b. Sand filters and their controls have significant remaining useful life.
    c. Boiler, controls and flue have significant remaining useful life.
    d. Plumbing fixtures in the pool area have exceeded their useful life.
    e. Surge tank visually appears to be stable, but this is not verifiable. Configuration and access from the pool deck is a safety concern.
    f. Plumbing fixture access and deck drainage does not comply with current plumbing or pool health codes.
    g. Deck drain system has been repaired and deck patched in several locations. Drains have exceeded their useful life. Cannot locate an air gap as required by current code.
4. Fire Protection:
    a. No system exists. NFPA 13 sprinkler and alarm systems are required by current codes.
5. Plumbing:
    a. Shower valves need leak repair.
    b. Plumbing fixtures can have a useful life of more than 50 years if properly maintained and parts remain available. However, current code requires lower flowrates, so these fixtures cannot be re-installed.
    c. Fixtures and piping (brass devices, solder) likely contain lead.
    d. Parking lot storm drains are simple area wells and do not adequately drain, causing flooding of the facility.
6. HVAC:
    a. Leaks at many pumps, valves and coils.
    b. Corrosion exists on most components.
    c. Ducts generally do not wear out unless exposed to corrosives.
    d. Pool area is extremely humid and condensation corrosion has destroyed windows, doors, trim, and other metal components. Surfaces are wet to the touch. Windows are dripping, with water staining on the floor from continuous wetting.
    e. Corrosion is accelerated by chemical treatment.
    f. Chemical room MEP systems are extremely corroded, and corroded electrical systems pose a safety hazard because grounding may be compromised.
    g. Attic materials are not suitable for use as a return air plenum.

h. Fire and smoke dampers are not in current code-required locations and configurations.
i. Heating water is constant-flow; does not comply with current energy code.
j. Controls, alarms and safeties were not verified, but likely are not in compliance with current codes.

7. Electrical:
   a. Generator and ATS may have significant useful life and can be re-used if the future design permits and if the generator meets the current emission requirements. Does not appear to have experienced significant usage.
   b. Corroded and obsolete equipment and devices should be replaced out of safety and fire concerns.
   c. Electrical Service is inadequate to provide power for EV Charging, required by current codes.
8. Lighting:
   a. Fixtures are energy consuming and do not comply with current energy codes.
   b. Fixtures are not dimmable, so they can't be used with code-required dimming and daylight controls.
   c. Circuiting is not configured such that controls can be easily added.
   d. A substantial remodel will require that all lighting be brought up to current codes.
   e. Egress and Exit lighting does not meet current code.

Recommendations and Code Requirements

1. Pool:
   a. Demolish entire pool area; no salvageable MEP infrastructure.
   b. Keep or re-use heating boiler, controls, flue.
   c. Keep or re-use sand filters, controls.
   d. Keep or re-use main circulation pump.
   e. Replace entire deck drainage system.
   f. Replace all plumbing fixtures.
   g. Replace make-up water system.
   h. Add UV disinfection system.
   i. Upgrade chemical controls.
   j. Replace all MEP systems in chemical and pool equipment rooms.
2. Envelope:
   a. Replace all windows, skylights, and doors with code-compliant units.
   b. Apply new vapor barriers on interior surfaces of all walls and roofs.
   c. Apply new vapor permeable membranes on outside of walls and roofs.
   d. Apply sandwich panel or similar foam insulation on outside of all CMU and concrete walls.
   e. Remove all wall interior surfaces and exterior siding, then spray-foam solid all wall cavities.
   f. Increase roof thickness approx. 6", and spray-foam solid all roof cavities.
3. Fire Protection:
   a. Add fire sprinkler system to the facility.
   b. Add fire alarm system to the facility.
   c. Add new 8" fire water service to the facility.
4. Plumbing:
   a. All new systems are recommended.
   b. Replace all plumbing fixtures.
   c. Replace all piping, valves and fittings.
   d. Replace all water heaters. May use indirect heating in conjunction with boiler system replacement.
   e. Replace all pumps.
   f. Change parking lot drainage; route to storm drains.
   g. Other changes or replacements as may be necessary due to architectural changes.
5. HVAC:
   a. All new systems are recommended.
   b. Replace large boiler. Large boiler has exceeded its useful life.
   c. Small boiler may have useful life remaining. Typical lifespan is 20 years, so 10 remaining.
   d. Remove dysfunctional cogeneration unit.

e. Replace corroded unit heaters in chemical and pool equipment rooms. Other units may have useful life remaining.
f. Balance fans, clean and refurbish air handling units in place. Unit structure and configuration is still in good condition.
g. Add fire ratings and suitable treatments to attics used as return air plenums.
h. Replace all valves and actuators.
i. Replace all piping in the building.
j. Replace entire boiler plant system with variable flow pumping and suitable devices.
k. Replace all control valves; re-pipe all coils and devices for variable flow.
l. Replace all controls with a unified digital control system. Although pneumatic controls have some remaining useful life, digital controls are generally more capable, expandable, less expensive to repair, and contractors are more familiar with service and maintenance.
m. Re-seal all ductwork.
n. May keep air handling units, but replace all coils, controls, and fan motors.
o. Replace all VFDs and electrical infrastructure.
p. Other changes or replacements as may be necessary due to architectural changes.

6. Electrical:
   a. Keep or re-use generator, if design permits.
   b. Keep or re-use ATS, if design permits.
   c. Replace all circuits, conductors, and conduits.
   d. Replace all panels and subpanels.
   e. Replace all disconnects and motor starters.
   f. Replace all receptacles.
   g. Add demand-responsive devices.
   h. Upgrade electrical service and service entrance equipment (switchboard).
   i. Add Electric Vehicle chargers.
   j. Other changes or replacements as may be necessary due to architectural changes.
7. Lighting:
   a. Replace all lighting fixtures with dimmable high-CRI LED fixtures.
   b. Replace all lighting controls.
   c. Add daylighting controls, dimmers, timeclocks, occupancy sensors, and other code-required devices.
   d. Change all lighting circuits.
   e. Review exterior site lighting for adequacy.
   f. Other changes or replacements as may be necessary due to architectural changes.
   g. Replace all egress and exit lighting; add fixtures as necessary.

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775 588-4547
Fax: 775 588-4527
www.trpa.org

PERMIT

PROJECT DESCRIPTION: New Recreation and Aquatics Center

APNs: 026-050-005

FILE No: ERSP2021-1465

PERMITTEE: City of South Lake Tahoe

COUNTY/LOCATION: City of South Lake Tahoe / 3050 Lake Tahoe Boulevard, City of South Lake Tahoe

Having made the findings required by Agency ordinances and rules, the TRPA Governing Board approved the project on April 27, 2022, subject to the standard conditions of approval attached hereto (Attachment Q), and the special conditions found in this permit.

This permit shall expire on April 27, 2025, without further notice unless the construction has commenced prior to this date and diligently pursued thereafter. Commencement of construction consists of pouring concrete for a foundation and does not include grading, installation of utilities or landscaping. Diligent pursuit is defined as completion of the project within the approved construction schedule. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

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

Paul Nielsen Digitally signed by Paul Nielsen DN: cn=Paul Nielsen, o=Tahoe Regional Planning Agency, ou, email=pnielsen@trpa.gov, c=US Date: 2022.04.28 16:09:27 -07'00'

4.28.22

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

Signature of Permittee(s) _____ Date 7.18.22

PERMIT CONTINUED ON NEXT PAGE

TRPA FILE ERSP2021-1465
APNs 026-050-005

Excess Coverage Mitigation Fee (1): Amount $_____ Paid _____ Receipt No._____

Mobility Mitigation Fee (2): Amount $16,197.40 Paid _____ Receipt No._____

Notes:
(1) See Special Condition 3.F below.
(2) See Special Condition 3.E below.
(3) See TRPA Filing Fee Schedule.

Required plans determined to be in conformance with approval: Date: 3-31-22

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date: Paul Nielsen Digitally signed by Paul Nielsen DN: cn=Paul Nielsen, o=Tahoe Regional Planning Agency, ou, email=pnielsen@trpa.gov, c=US Date: 2022.07.19 08:46:36 -07'00' Ack for Phase 1 only-grading/utility work

TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit authorizes the construction of a new recreation center building including a natatorium, gymnasium, kitchen, locker rooms, fitness spaces, assembly spaces, administration offices, and supporting spaces, along with associated site improvements (sidewalks, parking, utilities, drainage and landscaping). The new recreation center will replace the existing Recreation and Swim Complex. The existing library parking lot will be expanded to accommodate the parking demand from the project and will include five electric vehicle charging stations. The parking lot is located on the south side of the library which screens it from being visible from Highway 50. The approved building height is 38 feet 7 inches.

   The proposed recreation center will include two high school-sized courts and four middle school-sized courts. A three-lane suspended walk/jog track located will be located above the circulation area of the gym and an aerobics/dance studio will be provided as well as outside spaces for fitness. As a community facility, the Recreation Center will provide an arts and crafts classroom, wet classroom by the pools, and a commercial kitchen for community use, including for the County Senior Nutrition Program. Senior programs are anticipated to be provided at the Recreation Center, including both active recreation uses as well as passive, social spaces.

   Land coverage will be reduced by 44,617 square feet and banked for future use. A portion of the existing campground will be removed to accommodate the project however, an equal number of campsites will be reconstructed nearby as part of the next phase of the Master Plan implementation. The portion of the campground not affected by the project will remain open during construction of the Recreation and Aquatics Center. The project is assigned 211 Summer Use PAOTs. Commencement of construction on the building is prohibited until the community plan amendment approved by the TRPA Governing Board becomes effective on May 23, 2022.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.

3. Prior to permit acknowledgement, the following conditions of approval must be satisfied:

   A. The final plans plan shall be revised to include:

      1) The location of all proposed trash enclosures.
      2) A note indicating: "Dust control measures shall be in place during construction. Broadcast mulch shall not be permitted as a dust control measure within 35 feet of structures."

   B. The final plans shall demonstrate how new combustion appliances conform to the air quality standards found in Subsection 65.1.4 and other applicable provisions of the TRPA Code. TRPA emission standards shall be noted and compared to the published emissions from proposed devices such as, but not limited to, water heaters and central furnaces.

   C. The permittee shall provide evidence that all basic service requirements for minimum fire flow will be met or exceeded in accordance with Section 32.4.A., Table 32.4.2-1 of the TRPA Code and local fire code requirements. Final plans shall show approval from the applicable fire district.

   D. A BMP INSPECTION AND MAINTENANCE PLAN shall be submitted detailing necessary maintenance activity and schedules for all BMPs installed on the property. All BMPs shall be maintained subject to the INSPECTION AND MAINTENANCE PLAN approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.

   E. The permittee shall submit a $16,197.40 mobility mitigation fee ($21.80 x 743 VMT = $16,197.40).

   F. The affected property has 102,651 square feet of excess land coverage. The permittee shall mitigate a portion or all of the excess land coverage on this property by removing coverage within Hydrologic Transfer Area 4 – South Stateline or by submitting an excess coverage mitigation fee.

      To calculate the amount of excess coverage to be removed, use the following formula: Estimated project construction cost multiplied by the fee percentage of .04% (as identified in Table 30.6.1-2 of Subsection 30.6.1.C.3, Chapter 30 of the TRPA Code of Ordinances) divided by the mitigation factor of 8. If you choose this option, please revise your final site plans and land coverage calculations to account for the permanent coverage removal.

      An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage. The excess coverage mitigation fee shall be calculated as follows:
      Coverage reduction square footage (as determined by formula above) multiplied by the coverage mitigation cost fee of $8.50 for projects within Hydrologic Transfer Area 4, South

Stateline. Please provide a construction cost estimate by your licensed contractor, architect or engineer. In no case shall the mitigation fee be less than $200.00.

G. The permittee shall submit a Dust Control Plan to be implemented during construction.

H. The permittee shall submit a final exterior lighting plan consistent with the requirements of the TRPA Code of Ordinances.

I. The permittee shall submit final building color and material samples. The permittee shall submit a darker shade color sample for the light grey exterior concrete building walls for TRPA review and approval.

J. The permittee shall submit final building material storage and construction equipment staging plans.

K. The permittee shall submit a BMP retrofit schedule for the entire project area.

L. The permittee shall submit a project construction schedule.

M. The permittee shall submit final construction plans.

4. To maintain the camping capacity available to the public, the City of South Lake Tahoe shall reconfigure the campground to maintain overnight recreation opportunities equivalent to 712 summer overnight PAOTs within the 56 Acre Park. Summer overnight recreation capacity may be decreased temporarily during project construction. However, reconfiguration of the campground must be initiated by 2024, and 712 summer overnight PAOTs will be available for public use no later than 2026.

5. If a prehistoric archeological site (such as midden soils, stone tools, chipped stone, baked clay, or concentrations of shell or bone) or a historic-period archaeological site (such as structural features, concentrated deposits of bottles, or other historic refuse) is uncovered during grading or other construction activities, all ground-disturbing activity within 100 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The City will be notified of the potential find and a qualified archaeologist shall be retained to investigate its significance. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified. Any previously undiscovered resources found during construction will be recorded on appropriate California Department of Parks and Recreation 523 forms and evaluated for significance under all applicable regulatory criteria. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource, a unique archaeological resource, or tribal cultural resource), the archaeologist shall work with the City to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary. If artifacts are recovered from significant historic archaeological resources, they shall be housed at a qualified curation facility. The results of the identification, evaluation, and/or data recovery program for any unanticipated discoveries shall be presented in a professional-quality report that details all methods and findings, evaluates the nature and significance of the resources, and analyzes and interprets the results.

6. In consultation with the California Office of Historic Preservation, the City shall develop an interpretive sign display at the recreation center concerning the history of the Pony Express Trail. The sign display shall be developed by a qualified professional such as a historian or interpretive sign specialist. The sign display shall be installed prior to opening the Recreation and Aquatics Center.

7. Excavations are limited to 16 feet below ground surface pursuant to the TRPA Soils Hydrologic Waiver LCAP2020-0442.

8. Prior to the opening of the Recreation and Aquatics Center the City of South Lake Tahoe shall discontinue all use of the existing swim and recreation center. Any proposed future use of the existing swim and recreation center building is contingent upon review and approval of a TRPA Change in Operation application.

9. All utility connections for the proposed project shall be undergrounded.

10. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.

11. The construction of a concrete washout facility is prohibited unless approved in writing by a TRPA Environmental Specialist.

12. New signs are subject to City of South Lake Tahoe review and approval in accordance with the City of South Lake Tahoe-TRPA MOU.

13. 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, TRPA may rescind this approval, or take other appropriate action.

14. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

15. The permittee is responsible for insuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.

16. This site shall be winterized in accordance with the provisions of Attachment Q by October 15th of each construction season.

17. Grading is prohibited any time of the year during periods of precipitation and for the resulting period when the site is covered with snow, or is in a saturated, muddy, or unstable condition.

18. All Best Management Practices shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.

19. Any change to the project requires approval (except for TRPA exempt activities) of a TRPA plan revision permit prior to the changes being made to any element of the project (i.e. structural modifications, grading, BMPs, etc.). Failure to obtain prior approval for modifications may result in monetary penalties.

20. Temporary and permanent BMPs may be field-fit as appropriate by the TRPA inspector. Parking barriers may be required at discretion of the inspector.

21. Fertilizer use shall be in accordance with the Fertilizer Management standards in TRPA Code 60.1.8.

22. Excavation equipment is limited to approved construction areas to minimize site disturbance. No grading, excavation, storage or other construction related activities shall occur outside the area of disturbance.

23. The permittee shall prepare and provide photographs to the TRPA Compliance Inspector that have been taken during construction that demonstrate any subsurface BMPs or trenching and backfilling proposed on the project have been constructed correctly (depth, fill material, etc.).

24. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board (including individual members), its Planning Commission (including individual members), its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, administrative appeal, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

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

END OF PERMIT

REQUEST FOR INTEREST (RFI)

Interested Parties for
USE OF THE FORMER RECREATION CENTER

CITY OF
SOUTH LAKE TAHOE

Statement of Interests will be received until 3:00pm on June 29, 2026, in the City Manager's Office
City of South Lake Tahoe, 1901 Lisa Maloff Way.
South Lake Tahoe, California 96150

SUMMARY

The City of South Lake Tahoe is requesting information from parties that are interested in using the former Recreation Center, located at 1180 Rufas Allen Blvd., South Lake Tahoe, CA 96150. Intended use must meet the current permitted requirements which is for public access – recreational related activities. The former Recreation Center is in need of repairs and upgrades, and interested parties will need to consider the related costs as part of occupying the facility.

RFI's from Interested parties are due on or before **June 29, 2026 no later than 3:00 p.m.** (Pacific Standard Time). Information from interested parties received after the deadline will not be accepted. Information from interested parties must be submitted via U.S. mail, in person (hand delivered), or by Planet Bids on-line portal. Fax and e-mail submission will not be accepted.

Attn: Brian Dossey, City Manager's Office
bdossey@cityofslt.gov
Interested Parties for - USE OF THE FORMER RECREATION CENTER
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

Read this RFI document carefully as the most "responsible and responsive" party responding to this RFI will be invited to a meeting with City Staff for further discussion. The City of South Lake Tahoe reserves the right to accept or reject any or all requests for information or to extend the period for accepting proposals, to advertise the RFI at any time and to waive any minor irregularities in any proposals.

There will be a pre-RFI walkthrough of the former Recreation Center at 1180 Rufus Allen Blvd., South Lake Tahoe, CA 96150 on June 15, 2026 at 11:00am. All interested parties are encouraged to attend the walkthrough.

In the opinion of the City of South Lake Tahoe, this RFI is complete and without need of explanation. However, if you have questions, or should you need any clarifying information, please use the Q&A feature that is found within Planet Bids, where the RFI is posted or send your questions via e-mail at bdossey@cityofslt.gov. The deadline for submitting questions will be June 18, 2026. Responses to RFI questions will be released on June 23, 2026 via Planet Bids and via e-mail.

Please note that no information given will be binding upon the City unless such information is issued in writing as an official addendum to this RFI.

TIMELINE OF CRITICAL DATES

Release of RFI	**May 26, 2026**
Pre RFI walkthrough at the former Recreation Center	**June 15, 2026**
Deadline for Question Submittal via e-mail or Planet Bids	**June 18, 2026**
Response to RFI Questions will be released	**June 23, 2026**
RFI submittals DUE	**June 29, 2026**
Review Period/Meetings	**June 30 – July 21, 2026**

SUBMITTAL PROCEDURES

1. Submittal Process

Interested parties may submit their Request of Interest (RFI) in one of two ways;

a. **Mail or Hand Deliver RFI to**:

Attn: Brian Dossey, City Manager's Office
Interested Parties for - USE OF THE FORMER RECREATION CENTER
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

b. Register with the City

Interested parties submitting an RFI through Planet Bids **must** complete a "Vendor Registration Form" to be entered in the City of South Lake Tahoe Vendor Database. Vendor registration is **required to submit an RFI through Planet Bids**. Parties will be notified by the City of any addenda that may be issued to this Request for Information (RFI). Entities must register in the City's Vendor Database to be notified of such addenda.

To register, go to: https://pbsystem.planetbids.com/portal/14997/portal-home and follow the instructions applicable to Proposer. Following submission, Proposer will receive a confirmation message within 24 hours from the City. Proposers will then be prompted to complete the "Vendor Registration Form". Proposers are *solely responsible* for maintaining up to date and accurate information in the Vendor Database.

2. Number of Copies

One (1) RFI must be submitted via US Mail, Hand Delivered or through the Planetbid portal. RFI's shall not be faxed or e-mailed to the City**. RFI's not received by the date and time specified in this RFI, will be rejected.** Documents submitted in response to this RFI will become the property of the City of South Lake Tahoe and will be regarded as public record under California Public Records Act under Government Code 6250 et seq., and subject to review or release to the public (**excluding** financial records marked "confidential"), which shall be available via – email or for the entity to pick up following a review and selection of the firm(s).

3. Format

Font, Type and Style: All RFI's shall be single sided and professionally prepared (no handwritten RFI's will be accepted). There are no requirements regarding font size, type or style requirements.

4. Submittal Deadline

Response to this RFI is due on or before **June 29, 2026 no later than 3:00 p.m.** (Pacific Standard Time) at City offices (address below). Reponses received after the deadline will not be accepted; there are no exceptions. Fax and Electronic-mailed (e-mail) submission will/will not be accepted.

Submit Proposals to:

Attn: Brian Dossey, City Manager's Office
Interested Parties for - USE OF THE FORMER RECREATION CENTER
1901 Lisa Maloff Way
South Lake Tahoe, CA 96150

5. <u>Selection Process</u>

City Staff will evaluate the submitted RFI's and party(s) will be objectively evaluated based on their responses to this RFI. The written RFI should clearly demonstrate how the entity could best satisfy the requirements of the City.

City Staff intends to invite parties who have completed the RFI in full to a meeting to discuss next steps.

The City of South Lake Tahoe reserves the right to accept or reject any or all RFI's or to extend the period for accepting proposals, to advertise the RFI at any time and to waive any minor irregularities in any proposal.

INTRODUCTION

6. Background

The City of South Lake Tahoe is located along the south shore of Lake Tahoe in El Dorado County, California and consists of approximately 16.5 square miles of land and lake shoreline within the Lake Tahoe Basin. The City is located in a mountainous environment with a tourist-based economy. The City's population is currently approximately 23,000 full time residents, with as many as 200,000 people visiting during the busiest summer weekends.

At the March 24, 2026, City Council meeting, Council directed staff to seek potential parties that would be interested in using the former Recreation Center, 1180 Rufas Allen Blvd., South Lake Tahoe, CA 96150 for public use - recreational related activities. The 34,000 square foot recreation center has a swimming pool, locker rooms, gymnasium, multi-purpose rooms, meeting space, kitchen, and offices.

The interested party will be required to meet the monthly maintenance costs to keep the facility running (estimated at $606,900 annually, could be more depending on the type of use, frequency of use, and aging infrastructure. Costs could be less without pool use). See Exhibit A for a breakdown of estimated monthly/annual maintenance costs.

The interested party will probably have to invest in significant facility upgrades to HVAC, electrical, plumbing, new roof, structural repairs, etc., and possible lead and asbestos abatement depending on desired length of use and tenant improvements. Please see Exhibit B for details on improvements recommended (possibly required) and their estimated costs.

There could also be additional costs related to permitting; i.e. Building Permits - Tenant Improvements, and TRPA. The TRPA permit may require additional mobility mitigation fees as well as coverage mitigation fees.

The former Recreation Center is located on what is known as the 56-acre parcel which is owned by El Dorado County. The City of South Lake Tahoe owns the former Recreation Center and has a ground lease agreement with El Dorado County. The lease agreement states that the City of South Lake Tahoe must demolish the former Recreation Center from the site and return the site to uncovered land by 2037. Any intended use beyond 2037 would require a new lease agreement with El Dorado County and the City of South Lake Tahoe.

Please see Exhibit C (Agenda Item#14 – March 24, 2026, City Council Meeting) to the Request for Information document detailing City Council/Staff discussions regarding the former Recreation Center, the 56 Acre and Ground Lease Agreement between the City of South Lake Tahoe and El Dorado County, the 2022 - 56 Acres Master Plan, and the 2020 Existing Conditions Report and 2022 TRPA Permit.

7. Objective

The City of South Lake Tahoe seeks to identify interested parties that would like to use the former Recreation Center, 1180 Rufas Allend Blvd., South Lake Tahoe, CA 96150 for public use –

recreational related activities. Interested party must be able to meet the maintenance and capital improvement costs.

REQUEST FOR INTEREST CONTENT REQUIREMENTS

8. <u>Request for Interest Requirements</u> - All requests must include the following information and shall be organized as described below.

A. Cover Letter

The cover letter shall be addressed to Brian Dossey, City Manager's Office, and at a minimum, must contain the following:

- Identification of party, including name, address and telephone number
- Name, title, address and telephone number of contact person
- Signed by person authorized to represent and negotiate for the party.

B. Executive Summary

The intent of this narrative is to inform the City of South Lake Tahoe of the party purpose and mission and how its programs and activities benefit the general public.

C. Entity/Organization History, Background and Experience

Describe the entity history and organizational structure, including the size of the party, location of office(s) and years in business and services and programs provided.

D. Intended Use

Describe the parties intended use of the former Recreations Center. Please provide proposed programs and activities, target audience, hours of operation, proposed costs to general public (if any), and provide a proposed time-line for building repairs and upgrades, facility occupation, and program/activity launch.

E. Budget

Provide documentation that demonstrates the party's ability to pay for and commitment to the maintenance costs and building improvement costs.

F. Insurance

Provide documentation of the party's ability to provide all appropriate insurance including but not limited to property, liability, worker's compensation, etc.

EVALUATION METHOD & NEXT STEPS

Requests for Interest will first be reviewed for responsiveness to the requirements. If any information is missing from the required content, the request for information may be deemed non-responsive and returned to proposer.

City of South Lake Tahoe staff will review the Requests for Interest and party's who complete the Request for Interest in full will be invited to a meeting with City Staff to discuss next steps.

Exhibit A - Estimated Operating Costs

Former Recreation Center Estimated Operating Costs

Catageory	Average Monthly Cost	Average Annual Costs	
Utilities			
Electricity	$ 11,833.33	$ 142,000.00	5 year average
Gas	$ 6,975.00	$ 83,700.00	5 year average
Water	$ 2,016.67	$ 24,200.00	5 year average
Communications	$ 483.33	$ 5,800.00	5 year average
Contactual Services			
Snow Removal	$ 2,000.00	$ 12,000.00	6 months per year
Pest Control	$ 1,500.00	$ 18,000.00	5 year average
Plumbing Repairs/Parts	$ 3,333.33	$ 40,000.00	5 year average
Electrical Repairs/Parts	$ 3,333.33	$ 40,000.00	5 year average
Mechanical Repairs/Parts	$ 5,000.00	$ 60,000.00	5 year average
In House Staff Costs			
Custodial	$ 10,000.00	$ 120,000.00	
Landscape	$ 1,000.00	$ 12,000.00	
Parking Lot/Striping		$ 10,000.00	
Supplies			
Pool Supplies	$ 2,500.00	$ 30,000.00	FY2025 costs
General Supplies	$ 475.00	$ 5,700.00	5 year average
Tools, Parts, Etc.	$ 208.33	$ 2,500.00	5 year average
Machinery/Equipment	$ 83.33	$ 1,000.00	5 year average
TOTAL COSTS	$ 50,741.67	$ 606,900.00	

Exhibit B - Estimated Tenant Improvement- Capital Project Costs

Recommended Work	Estimated Costs	
Window & Exterior Doors & Siding	$	3,400,000.00
Interior Paint	$	500,000.00
Interior Finish	$	700,000.00
Ball Court Flooring	$	200,000.00
Building Automation Systems	$	300,000.00
Total Recommended Work	**$**	**5,100,000.00**

Recommended or Required Work	Estimated Costs	
Design & Professional Services Analysis	$	150,000.00
* Hazardous Materials Survey / Study		
* Structural / Seismic Evaluation		
* MEP Load Study, (Mechanical / Electrical / Plumbing) Study		
* Roof Assessment		
Hazard Remediation / Code Compliance & Seismic Work	$	2,000,000.00
* Hazardous Materials Abatement		
* Structural & Seismic Repairs on interior CMU Walls		
Roof + Structural Analysis / Repair	$	3,500,000.00
* New Roof		
* Truss retrofit / replacement		
Mechanical Systems	$	1,750,000.00
* Mechanical / Electrical / Plumbing		
* Replace crucial systems		
ADA Requirement Upgrades	$	1,200,000.00
* This will need to be brought up to current codes and standards as part of the entire construction process		
* Parking lot, ADA access, etc. will need to be updated.		
Parking lot rehabilitation & BMP Certificate	$	1,500,000.00
Fire Suppression System & Alarm	$	600,000.00
* Current building does not have a fire suppression system and will need to be brought up to current codes and standards.		
Total Recommended or Required Work	**$**	**10,700,000.00**

Total of All Recommended or Required Work	**$**	**15,800,000.00**

STATEMENT OF INTEREST

Use of the Former Recreation Center

BOYS & GIRLS CLUB OF LAKE TAHOE

A Youth Recreation & Training Complex for South Lake Tahoe

Submitted in Response to RFI# 2026-06-29

City of South Lake Tahoe | City Manager's Office

June 27, 2026

CONFIDENTIAL

A. Cover Letter

June 27, 2026

Brian Dossey
City Manager's Office
City of South Lake Tahoe
1901 Lisa Maloff Way
South Lake Tahoe, California 96150

Dear Mr. Dossey and Members of City Staff,

On behalf of the Boys & Girls Club of Lake Tahoe (BGC Lake Tahoe), I am pleased to submit this Statement of Interest in response to RFI# 2026-06-29 for the Use of the Former Recreation Center located at 1180 Rufus Allen Boulevard, South Lake Tahoe, California.

BGC Lake Tahoe is a registered 501(c)(3) non-profit organization dedicated to the young people in our community. We provide after-school and vacation programs that enable working families to remain in the workforce whilst ensuring their children receive safe, enriching, and supervised care. We serve South Lake Tahoe and the surrounding region, and we are deeply committed to expanding the quality and quantity of programs available to our members throughout the year.

Having toured the former recreation center with city staff, we have concluded that we are unable to take on the burden and cost of necessary renovations to meet our needs and ensure the safety of our youth. However, we remain interested in the site. If the former recreation center is demolished, we propose transforming the site into a year-round Youth Recreation and Training Complex. The facility will be a new smaller building, designed to meet the needs of under 18s, and primarily include an indoor turf area and a hard surface multi-purpose area for a variety of Club activities.

We wish to be clear that our proposed use is entirely complementary to, and will not compete with, the new City Recreation Centre. Our focus is specifically on year-round indoor space for our members and members of local youth sports teams, filling a need in our community that currently goes unmet during the winter months and inclement weather periods. We are specifying an indoor turf area as that is currently unavailable anywhere in our community.

We welcome the opportunity to discuss our proposal further and would be delighted to meet with City Staff during the review period. Thank you for considering our application.

Yours faithfully,

Jude Wood
Chief Executive Officer
Boys & Girls Club of Lake Tahoe
Address: 1100 Lyons Ave, South Lake Tahoe, CA 96150
Telephone: 530-542-0838
Email: jwood@bgclt.org

B. Executive Summary

BGC Lake Tahoe proposes to build a new facility on the site of the former Recreation Centre. Our purpose is straightforward: to ensure that the youth of South Lake Tahoe have access to high-quality, safe, and functional indoor recreational space every month of the year.

South Lake Tahoe is a mountain community with an extended winter season. For a significant portion of the year, outdoor recreational and sporting activities are curtailed by weather. Youth sports teams are currently competing to access the limited indoor training facilities during these months, forcing many programs to pause or drive down to Carson or Reno to practice. Simultaneously, BGC Lake Tahoe members need indoor space for after-school programming, physical activity, and structured recreation throughout the academic year and school holidays.

Our proposal is to build a purpose built, youth recreation and training complex that will meet the needs of the Club and various youth sports teams. As the site is to be used for recreational purposes, we will meet the requirements of the County and continue to utilize the existing infrastructure of roads and parking spaces. The new facility would provide:

- Year-round after-school and vacation program space for BGC Lake Tahoe members
- Indoor winter training facilities for South Tahoe Football Club, AYSO, Little League, the Ski and Snowboard Foundation and others
- A centrally located youth hub serving the full breadth of South Lake Tahoe's young population; complementing the new Recreation Center, the library and the middle school

Our model is predicated on partnership and community benefit. We believe this proposal represents the highest and best use of the site of the former Recreation Centre, consistent with its permitted use for public access recreational activities and fully aligned with the City's goals for this asset.

C. Entity / Organization History, Background, and Experience

About Boys & Girls Club of Lake Tahoe

BGC Lake Tahoe is an established, successful, and highly regarded non-profit organization serving the young people of the South Lake Tahoe region. As an affiliate of Boys & Girls Clubs of America, one of the nation's most respected youth development organizations, we operate within a proven national framework whilst remaining deeply rooted in the specific needs of our local mountain community.

Our core programs include after-school care, summer and school holiday full day programs, academic support, art, STEM, physical fitness activities, and mentoring. We serve youth primarily between the ages of 4 and 14. Our programs are specifically designed to support working families, with operating hours aligned to the school day and parents' working schedules.

Organizational Structure

BGC Lake Tahoe is governed by a Board of Directors drawn from across the South Lake Tahoe business and leadership community. Day-to-day operations are led by the Chief Executive Officer, supported by over 70 program and administrative staff. We maintain full compliance with all state and federal non-profit governance requirements and undergo annual independent financial audits.

Track Record

Our organization has a proven track record of managing youth programs, facilities, and multi-stakeholder partnerships in a resource-constrained, rural mountain environment. We have demonstrated the ability to raise funding for capital projects, as shown by our successful $7.5M Bright Futures Campaign that designed and built the Angel of Tahoe building. We have the staff expertise and operational capacity to manage facilities responsibly, develop community partnerships, and deliver sustained program quality over time. We are experienced in grant management, donor stewardship, and the financial disciplines required to operate a facility of this scale.

Partnership Organizations

We are delighted to be bringing forward this proposal in collaboration with four outstanding local youth sports organizations, each of which shares our commitment to the healthy development of South Lake Tahoe's young people:

- South Tahoe Football Club: A competitive youth football club providing structured training and league play for players of all levels across the South Lake Tahoe region.

- AYSO (American Youth Soccer Organization): A nationally affiliated organization delivering recreational and developmental youth football programs with a focus on inclusivity and participation.
- South Lake Tahoe Little League: Providing baseball and softball programs for local youth, fostering teamwork, sportsmanship, and community.
- Ski and Snowboard Foundation: Supporting the development of young alpine athletes in our region, with a particular need for off-snow conditioning and cross-training facilities during the shoulder and summer seasons.

Each partner organization has confirmed its interest in a youth sports facility and contributing to the shared use and financial sustainability of the facility.

D. Intended Use

Vision

BGC Lake Tahoe proposes using the site of the former Recreation Centre as the location for a new Youth Recreation and Training Complex: a year-round, multi-use indoor facility dedicated to the physical, social, and recreational development of South Lake Tahoe's young people. The facility will serve BGC Lake Tahoe program members and partner youth sports organizations.

The complex will provide facilities not available elsewhere in our community, namely an indoor turf field that can be used for soccer and baseball and will provide the Club with its own indoor multi-purpose room that can be used for a wide range of year-round Club recreational and sporting activities.

Critically, this proposal does not seek to replicate or compete with the new City Recreation Centre. Our focus is exclusively on youth-serving programming and partner sports organization training. We will actively cooperate with the City to ensure our operations complement the City's own recreational provision.

Programs and Activities

The facility will host the following programs and activities:

BGC Lake Tahoe

- Club after-school and vacation recreational programming (Monday to Friday – for Club members only)
- Indoor practice space for the Club soccer teams

Partner Sports Organization Use

- South Tahoe Football Club/AYSO: Indoor training sessions, fitness conditioning, and team meetings during winter months (October to April)
- Little League: Indoor batting, pitching, and conditioning training during the off-season
- Ski and Snowboard Foundation: dry-land and strength conditioning sessions for competitive athletes
- LTUSD – overflow location for Tallac Continuation High School and STMS PE lessons and indoor training facilities for sports teams

Target Audience

Our primary audience is youth aged 5 to 14 residing in South Lake Tahoe and the surrounding El Dorado County communities. Secondary beneficiaries include the families of these young

people, particularly working parents who rely on BGC Lake Tahoe for consistent, quality after-school and holiday care.

Hours of Operation

Proposed hours of operation are as follows:

- Monday to Friday (Academic Year): 10:00 a.m. to 10:00 p.m.
- Weekends and School Holidays: 8:00 a.m. to 6:00 p.m.
- Partner Organization Training Blocks: scheduled in coordination with BGC Lake Tahoe programming, primarily evenings and weekends

Proposed Costs to the Public

BGC Lake Tahoe is committed to maintaining affordable access for all community members. Proposed fee structures are as follows:

- BGC Lake Tahoe membership: fees on a sliding scale with Club membership fee for low income, homeless and youth in foster care
- Partner sports organization use: negotiated facility use rental agreements with each organization, structured to contribute to operating cost recovery

Proposed Timeline for Construction, Occupation, and Program Launch

Phase / Timeline	Activities
Year 1	Upon confirmation of demolition of the former recreation center, engage architect and start capital campaign
Year 2	Finalized design, contract with GC, continue capital campaign, start permitting process
Year 3	Break ground on the new construction
Year 4	Construction
Year 5	Finalize construction and commence occupation

We are committed to a responsible and phased approach, understanding that this timeline is entirely dependent upon City decisions and negotiations with the County.

E. Budget

Overview

BGC Lake Tahoe understands fully the financial obligations associated with constructing and operating a youth facility. We have over four years of operational costs for the Angel of Tahoe building and experience of funding and managing a construction budget.

Operating Cost Strategy

Our operating cost model is built on four revenue pillars:

- BGC Lake Tahoe Program Revenue: member fees and specialty program income contribute directly to facility operating costs.
- Partner Organization Facility Use Fees: Each partner sports organization will enter into a facility use agreement with BGC Lake Tahoe, contributing a proportionate share of operating costs in exchange for scheduled access to the facility.
- Grant Income: BGC Lake Tahoe has an established track record of securing grants from local, regional, and national funders, including community foundations, and public agencies. We will actively pursue capital and operating grants specific to this facility.
- Fundraising and Donor Support: our existing donor base and annual fundraising program will be expanded to support the additional operating requirements of the facility.

Capital Campaign

We recognize that construction of a new facility will require a significant capital campaign. Our approach to funding capital projects includes:

- Dedicated capital campaign targeting major donors, foundations, and corporate sponsors
- Applications to state and federal capital grant programs for youth facilities and community infrastructure
- Community fundraising and events

We will provide full financial documentation, including current audited financial statements, organizational budget, and a detailed capital and operating budget for the proposed facility, upon invitation to the next stage of this process. We are committed to complete financial transparency with City Staff.

Insurance

BGC Lake Tahoe currently carries comprehensive insurance coverage appropriate to our operations, including general liability, property, workers' compensation, and directors' and officers' liability insurance. We will obtain and maintain all additional coverage required by the

City of South Lake Tahoe as a condition of any land use agreement, including but not limited to property insurance for the facility, expanded general liability coverage, and any other coverage specified by City Staff. Evidence of insurability and current policy details will be provided upon request.

F. Insurance

BGC Lake Tahoe is fully committed to maintaining all insurance coverage required to construct and operate a youth facility.

Our current insurance program includes:

- General Liability Insurance: Coverage appropriate to a youth-serving non-profit operating recreational programming and facilities.
- Property Insurance: Coverage for our existing Club facilities and contents.
- Workers' Compensation Insurance: Full coverage for all employees in accordance with California state requirements.
- Directors' and Officers' Liability Insurance: Coverage for our Board of Directors and senior leadership.
- Abuse and Molestation Coverage: Mandatory for all Boys & Girls Club affiliates, reflecting our absolute commitment to child safety.

Upon entry into any land use agreement for the site of the former Recreation Centre, BGC Lake Tahoe will:

- Obtain property and casualty insurance for the facility at coverage levels specified by the City of South Lake Tahoe.
- Name the City of South Lake Tahoe and El Dorado County as additional insureds on all relevant policies.
- Maintain minimum general liability coverage as required by the City.
- Provide Certificates of Insurance and endorsements to the City prior to occupation and upon annual renewal.
- Require all partner organizations using the facility to maintain their own appropriate insurance coverage and name BGC Lake Tahoe as an additional insured.

We will provide detailed documentation of our current insurance program and evidence of our ability to secure the required additional coverage upon invitation to meet with City Staff. Our insurance broker is fully familiar with the requirements of facility occupancy agreements of this nature and is prepared to act promptly upon execution of an agreement.

Closing Statement

As the funding required to fully renovate the former recreation center far exceeds what would be required to construct a smaller, modern, safe and efficient facility, we believe that demolition of the existing building and using the land for community benefit, such as our proposal, would be in the best interests of the community

The Boys & Girls Club of Lake Tahoe is proud to present this Statement of Interest and to set out our vision for utilizing the site of the former Recreation Centre for a thriving Youth Recreation and Training Complex, serving the young people of South Lake Tahoe for years to come.

We believe our proposal is well suited to the City's objectives. We bring together an experienced and financially sound lead organization, support of four respected local youth organizations, a clear and realistic operational plan, and an unwavering commitment to the young people of this community. Our proposed use is fully consistent with the permitted recreational use requirement and will complement rather than compete with the City's own facility.

We are ready, willing, and able to take on the responsibilities of funding and constructing a new facility, and we look forward very much to the opportunity to discuss our proposal in detail with City Staff.

Thank you for your consideration.

Jude Wood
Chief Executive Officer
Boys & Girls Club of Lake Tahoe
Telephone: 530-542-0838
Email: jwood@bgclt.org
Address: 1100 Lyons Ave, South Lake Tahoe, CA 96150

SAGAN DESIGN GROUP

THOMPSON & FURUMOTO, INC.

March 21, 2023

City of South Lake Tahoe Development Services Department
1052 Tata Lane
South Lake Tahoe, CA 96150

1180

Re: Snow Load Inspection at Recreation Center Building, ~~1176~~ Rufus Allen Blvd., APN 026-050-004, South Lake Tahoe, California

To Whom It May Concern:

1180

We have inspected the structure located at ~~1176~~ Rufus Allen Blvd. Our inspection took place on March 21, 2023. Our findings are presented below.

Observations

The Lake Tahoe area has experienced one of the largest winter snowfalls on record. Due to recent ongoing storm conditions, the snow load on the existing roof has caused large deflections in the glulam beams spanning the gymnasium. Inspection of the glulam beams within the attic area were completed.

The existing beams are approximately 12 ¼ x 58 ½ glulam beams that span 64' and are 14' o.c. The beams appear to be adequately sized to meet the City of South Lake Tahoe snow load criteria for a typical winter. Heavier snow load conditions can occur and it is recommended that snow removal take place to avoid structural damage under those conditions.

Deflections were measured by City of South Lake Tahoe staff prior to snow removal and after snow removal. Deflections ranged from 3" to 6". Expected deflections are in the range of 3".

All glulam beams with the exception of one beam appear to be structurally sound. These glulam beams experienced expected deflections which have decreased once the snow was removed.

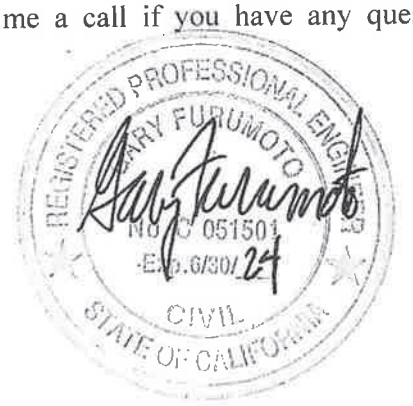
One glulam beam experienced 6" deflection under maximum load and has an existing deflection of approximately 3" after snow removal. Further inspection of this glulam revealed a 1/4" gap between laminations at a location approximately 1/3 from the bottom. This beam is structurally compromised.

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

As a majority of the snow has been removed from the roof and the excessive deflections have subsided, there isn't any imminent danger of collapse. The structure is suitable for occupancy as long as snow depths are kept at manageable levels (less than 5' of depth under normal snow weight conditions on the areas of undamaged beams). The area above the compromised glulam beam shall be kept at snow depths less than 30". The engineer shall be kept apprised of snow conditions during periods of winter snowfall and shall make future inspections as necessary.

The structure has been visibly inspected to the extent that it could during our inspection. Our investigation is limited to the existing portions of the roof. This investigation should not be interpreted as an exhaustive study of the structural conditions of the building and SDG accepts no responsibility should future construction deficiencies be discovered.

Please feel free to give me a call if you have any questions or need any additional information.
Sincerely,
Sagan Design Group

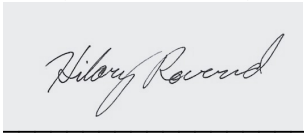


Gary Furumoto, PE
Civil Engineer/Principal

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 18

Agenda Item: Discussion and Direction on General Plan 2027 - 2035 Housing Element Update

Executive Summary: Since 1969, California has required that all local governments adequately plan to meet the housing needs of the community. California's local governments meet this requirement by adopting Housing Elements as part of their General Plan. Local governments are also required to submit draft and adopted housing elements to the California Department of Housing and Community Development for state law compliance review. Should the city satisfy these requirements, the state will "certify" that the element is legally adequate. The City has contracted with Placeworks to develop the City of South Lake Tahoe 2027 - 2035 Housing Element. At the August 20th Planning Commission meeting the draft 2027-2035 Housing Element was presented for the commissioners and the public to review and provide comment. The 30-day public comment period began on August 13th and will end September 12th, 2026.

Requested Action / Suggested Motions: 1) Receive report and provide comments on the draft 2027-2035 Housing Element; and, 2) Pass a Motion directing staff to submit the draft 2027-2035 Housing Element to the California Department of Housing and Community Development for review.

Responsible Staff Member: Jessica Wackenhut Lomeli, Housing Manager

Reviewed and Approved By: Zachary Thomas, Director of Development Services Susan Blankenship, City Clerk Olga Tikhomirova, Director of Finance Sergio Rudin, Interim City Attorney

Attachments:

- 02_-_CSLT_7th-Cycle-RHNA.pdf
- 03 - SLT_Housing Element_Public Review Draft_August 2026.pdf
- CSLT-02.0_CC_Present Draft_9.8.26.pptx
- 01-Staff_Report_HousingElement_Draft__.docx

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

Meeting Date: September 8, 2026

Title: Discussion and Direction on General Plan 2027 – 2035 Housing Element Update

Location: Citywide

Responsible Staff Member: Jessica Wackenhut Lomeli, Housing Manager

Background: Since 1969, California has required that all local governments (cities and counties) adequately plan to meet the housing needs of the community. California's local governments meet this requirement by adopting Housing Elements as part of their General Plan (also required by the state). General Plans serve the local government's "blueprint" for how the city and/or county will grow and develop and include seven required elements: land use, transportation, conservation, noise, open space, safety, and housing.

State housing element law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. Although the housing element must follow all the requirements of the general plan, the housing element has several state-mandated requirements that distinguish it from other general plan elements. Whereas the state allows local governments the ability to decide when to update their general plan, state law sets the schedule for periodic update (four- or eight-year time frame) and is synchronized with the Regional Transportation Plan (RTP) cycle of the relevant Metropolitan Planning Organization (MPO). Tahoe Regional Planning Agency (TRPA) serves as the MPO and adopted the Regional Transportation Plan in July 2025, so the City has 18 months after this date to update the Housing Element and will move to an eight-year planning cycle. The current Housing Element has a five-year planning period from June 30, 2022 through June 30, 2027, known as the 6th cycle Housing Element Planning Cycle.

Local governments are also required to submit draft and adopted housing elements to the California Department of Housing and Community Development (HCD) for state law compliance review. This review ensures that the housing element meets the various state mandates that are new to the 7th Cycle Housing Element process. Some of these new requirements include: explicitly include housing allocations for acutely low0income and extremely low-income households; factor in data regarding individuals and families experiencing homelessness, cost-burdened households, and overcrowding prior to finalizing regional housing needs; and per new statutory updates like AB 2023, cities must complete required rezoning within one year of the housing element adoption

deadline, or up to 3 years and 90 days if they meet strict timely-submission criteria with HCD. Should the city satisfy these requirements, the state will “certify” that the element is legally adequate. Failing to comply with state law could result in serious consequences such as reduced access to infrastructure, transportation, and housing funding and vulnerability to lawsuits.

On August 7, 2025, the California Department of Housing and Community Development provided a letter to notify the City of their 7th Cycle Regional Housing Need Allocation (RHNA) and Housing Element Update which includes the date for adoption of January 31, 2027 (Attachment 2). On November 4, 2025, the City Council passed a motion approving the Professional Services Agreement with Placeworks for the 2027 – 2035 Housing Element Update. Placeworks has been working with City staff to acquire all information related to the site analysis to meet the Regional Housing Needs Allocation for the 7th cycle Housing Element, the status of housing element programs and policies from the 2022-2027 Housing Element, analysis of fair housing, including infrastructure projects that were recently completed and/or planned in the near future. The City also maintains the Prohousing Designation since designated in March 2024.

A Housing Element is required to have the following components:

- Review of the previous housing element
- An assessment of the community’s housing needs
- Inventory and analysis of adequate sites to meet the RHNA, in the form prescribed by HCD
- Analysis of potential constraints to housing development
- A fair housing assessment
- Policies and programs to address the City’s housing needs

Community Engagement

There have been a series of community engagement workshops that Placeworks and/or city staff have conducted to receive challenges and opportunities to address in the City of South Lake Tahoe 2027 – 2035 Housing Element Update. City staff provided a list of targeted stakeholder consultations that Placeworks and City staff interviewed that include: Vista Rise Collective, South Lake Tahoe Family Resource Center, Tahoe Coalition for the Homeless, Tahoe Youth and Family Services, Alta California Regional Center, Washoe Tribe of Nevada and California, Lake Tahoe Unified School District, El Dorado County Health and Human Services, South Tahoe Chamber of Commerce, and city staff that receive calls through the Housing Issues Hotline.

In addition, staff has provided the following larger public engagement opportunities:

- March 25, 2026: Housing Element Community Meeting at the South Lake Tahoe Recreation Center
- April 9, 2026: Tahoe Chamber’s Leadership Lake Tahoe Presentation at Lake Tahoe Community College

- April 13, 2026: Lake Tahoe Collaborative Presentation at South Lake Tahoe Library
- April 16, 2026: Planning Commission Public Hearing Presentation in City Council Chambers
- April 22, 2026: Cafecitos Presentation at South Lake Tahoe Family Resource Center
- June 9, 2026: Business Community Workshop at South Lake Tahoe Recreation Center

These meetings, in addition to the targeted stakeholder meetings, represent a wide variety of groups and interests throughout South Lake Tahoe. Some of the key outreach findings include: an affordable rental shortage, especially for family sized units; middle-income residents are underserved which means local businesses including Barton Health and LTUSD are having a hard time retaining staff; there are various barriers for vulnerable populations; language and digital barriers are present for housing applications and leasing; tenants have a fear of retaliation for reporting substandard conditions; there is no family emergency shelter and limited Transitional Age Youth units; and some of the regulatory and market limits such as TRPA rules, land costs, and Vacation Home Rental uncertainty constrain housing.

The Draft Housing Element was released for public comment on August 13th and will be available for 30 days with the last date on September 12th, 2026. Staff has ten days to incorporate and/or respond to all public comments, and the public comments will remain part of the Final 2027–2035 Housing Element. HCD will then have up to 90 days to review the Draft Housing Element to determine whether the draft element is substantially compliant and consider HCD's findings before adopting the draft element. If HCD finds the draft is not substantially compliant, the city must revise the draft to address findings by HCD or adopt without changes and include written findings explaining why the jurisdiction believes that the draft substantially complies. If the city revises the draft to address findings by HCD, then a revised draft will be publicly noticed and re-posted for seven calendar days prior to resubmission to HCD for a subsequent review, which has a a 60-day review period.

Once staff receive a letter from HCD finding the draft meets statutory requirements, staff will take the draft housing element for adoption to the Planning Commission, followed by adoption from the City Council. Staff will then submit the adopted element to HCD. The city will be found "in compliance" as of the date of HCD's letter finding the adopted element in substantial compliance. The statutory deadline for the City to update and adopt its housing element is January 31, 2027.

Issue and Discussion: The Housing Element is developed into several parts to provide background information in addition to addressing challenges and opportunities in the City. The Housing Element contains the following sections: Introduction, Outreach, Housing Needs Assessment, Affirmatively Furthering Fair Housing, Sites Inventory, Constraints to Building Housing, Evaluation of Previous Programs, and

Policies and Programs. Below are some of the findings found throughout the background report:

- South Lake Tahoe had a total of 33.6% of its housing in multifamily developments in 2025, compared to the county, which had only 12.1% of its housing in this type.
- About 41.2% of renter households earn less than $50,000 annually.
- As shown in the housing cost burden data, approximately 50.2 percent of renter households and 31.8 percent of owner households are overpaying for housing, reflecting that even with income growth, housing costs have outpaced household earnings.
- Trends over the last decade indicate growing income gaps between the area surrounding Ski Run Boulevard and other South Lake Tahoe neighborhoods, which may have additional impacts on overpayment, overcrowding, and other fair housing issues.
- With over 79% of the City's housing units built before 1980, the age of the City's housing stock is a contributing factor to substandard conditions and adherence to new housing and/or other updates to state laws.
- Discrepancies between State Law and TRPA laws sometimes impede the City's ability to comply with evolving State law.

City staff recognizes that the RHNA is calculated by the State and does not necessarily reflect the housing needs identified by the community. For this reason, the City's site inventory includes an analysis of capacity for far more units in the low- and moderate-income categories than the RHNA numbers, to address the concern that the majority of the RHNA units are in the above moderate-income category (market rate). Results of the analysis show that the City currently has sufficient vacant land appropriately zoned to meet all RHNA income categories and no rezoning programs are required.

The Programs and Policies section addresses the following goals:

- To increase housing opportunities for South Lake Tahoe residents of all economic levels.
- To encourage construction and maintenance of affordable housing in South Lake Tahoe.
- To preserve and enhance the existing supply of housing
- To provide a range of housing services for households with special needs within South Lake Tahoe
- To provide decent housing and quality living environments for all South Lake Tahoe residents, regardless of age, race, religion, gender, sexual orientation, marital status, ancestry, national origin, disability, or economic level.
- To ensure energy efficiency and appropriate weatherization for all new and existing housing.
- To provide for a variety of housing types, sizes, price ranges, and densities compatible with the existing character and integrity of residential neighborhoods.

In addition to policies and programs required by state law, the Housing Element update includes many policies and programs specific to local housing needs developed through local input and discussion. There are 45 programs organized under the 7 goals listed previously. The bulk of the programs are under the following goals: 6 new construction programs, 15 affordable housing programs, and 10 programs for rehabilitation and conservation. The other programs are separate programs but tie closely into the three goals listed. There are also key programs that directly correspond to the key outreach findings from community stakeholders to ensure alignment with community needs. These policies and programs are designed to address constraints and opportunities to improve housing affordability, reduce barriers to housing availability, and increase access to housing opportunities for residents in the City.

At the August 20th Planning Commission meeting, commissioners received a report on the draft housing element, discussed and asked questions of staff but did not provide suggested changes or additions to the draft Housing Element and are recommending the draft 2027 – 2035 Housing Element.

Staff is presenting the draft 2027 – 2035 Housing Element to receive City Council and public comment on the current document prior to submission to California Department of Housing and Community Development for review.

Financial Implications: There are no direct financial implications with reviewing the draft 2027 – 2035 Housing Element. Any future funding allocated towards specific programs in the Housing Element would be approved by the City Council at a future date.

The City entered into the Professional Services Agreement on November 4, 2025 with Placeworks for up to $200,000. As of August 26, 2026, Placeworks has been paid $103,891.52.

Environmental Considerations: The proposed Housing Element is consistent with the 2030 General Plan and directly implements several of the General Plan policies. The 2030 General Plan EIR adequately addresses the potential environmental impacts of the proposed Housing Element. The General Plan EIR is available on the City website at: https://www.cityofslt.gov/DocumentCenter/View/15121/General-Plan-Environmental-Impact-Report?bidId=

Policy Implications: State housing element law (Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community.

This item is consistent with the following adopted policies and programs:

<u>City General Plan Housing Element</u>

Policy 1-3. 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 2-5. 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 5-1. The City shall promote housing opportunities for all persons regardless of source of income, age, race, religion, gender, sexual orientation, marital/familial status, national origin, disability, economic level, or other barriers that prevent choice in housing.

Program 1-8. Housing Element Implementation Progress

- *The City shall annually conduct a public workshop or public meeting to discuss progress on housing programs and to solicit feedback.*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
651 Bannon St.
Sacramento, CA 95811
www.hcd.ca.gov

August 7, 2025

Zachary Thomas, Development Services Director ***CORRECTED***
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

Dear Zachary Thomas:

RE: 7th Cycle Regional Housing Need Allocation (RHNA) and Housing Element Update

This letter provides the City of South Lake Tahoe with its final RHNA. Pursuant to State Housing Element Law (Government Code section 65584.06), the California Department of Housing and Community Development (HCD) is required to provide the allocation to cities without a council of governments.

RHNA	Total	Acutely Low Income	Extremely Low Income	Very Low Income	Low Income	Moderate Income	Above Moderate Income
Housing Unit Need	291	14	22	27	42	53	133
Percentage	100%	4.7%	7.5%	9.3%	14.6%	18.4%	45.5%

South Lake Tahoe is not in the Sacramento Area Council of Governments (SACOG) planning area but is included in the California Department of Finance's population and household projections for El Dorado County. As a result, the households projected by Tahoe Regional Planning Authority (TRPA) for the 7th RHNA cycle (291 units) will not be included in the 7th cycle Regional Housing Needs Determination for the SACOG region.

HCD is also providing a reminder that Government Code Section 65588(e)(3)(A) requires the City of South Lake Tahoe's Housing Element to be updated and adopted by January 31, 2027.

The RHNA represents the *minimum* amount of residential development capacity, by income category, that a jurisdiction must plan for and address in its Housing Element. The Housing Element must accommodate the RHNA through zoning and appropriate development strategies. RHNA cannot be used in local general plans as a maximum amount or cap of residential development to plan for or approve. South Lake Tahoe is responsible for updating their housing element for the *planning* period beginning January 31, 2027 and ending January 31, 2035, to accommodate South Lake Tahoe's new housing needs for each income category. In updating the jurisdiction's Housing

Element, 7th cycle RHNA credit may only be taken for units approved (entitled or permitted) or built since December 31, 2026, the start date of the RHNA projection period.

Additional housing element and RHNA information is available on HCD's webpage at https://www.hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks.

Please contact Thomas Nguyen, Senior Data Specialist, at thomas.nguyen@hcd.ca.gov, if you have questions about the attached RHNA.

Sincerely,

Marisa Prasse
Fair Housing Section Chief

CITY OF
SOUTH LAKE TAHOE



CITY OF SOUTH LAKE TAHOE

2027-2035 HOUSING ELEMENT

Public Review Draft,
August 2026

1668

CITY OF SOUTH LAKE TAHOE

CITY OF SOUTH LAKE TAHOE
2027-2035 HOUSING ELEMENT

Public Review Draft | August 2026

for the **City of South Lake Tahoe**

PLACEWORKS

Prepared by: PlaceWorks

101 Parkshore Drive, Suite 200
Folsom, California 95630
t 916.245.7500

The City of South Lake Tahoe acknowledges the lands we occupy today are the lands and home of the Waśíšiw, the people from here known today as the Washoe Tribe of Nevada and California, a sovereign nation. Since the beginning of time and for thousands of years before the arrival of any other people, the Washoe lived here and cared for this place, with values and intention that we can all learn from. On behalf of the City Council, we would like to acknowledge, thank, and honor the Indigenous Washoe Tribal Communities that are the past, present, and future stewards of the Lake Tahoe Basin.

CITY OF
SOUTH LAKE TAHOE

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4.1 Introduction

State housing element law (California Government Code Section 65580) mandates that local governments must adequately plan to meet the existing and projected housing needs of all economic segments of the community. This section provides current information on household characteristics, housing needs, housing supply, land inventory for new development, housing programs, constraints, and incentives for new housing development. It also evaluates progress made since the last Housing Element was adopted in 2022.

The housing element is one of eight State-mandated elements that every general plan must contain. Although the housing element must follow all the requirements of the general plan, the housing element has several State-mandated requirements that distinguish it from other general plan elements. Whereas the State allows local governments the ability to decide when to update their general plan, State law sets the schedule for periodic update (five- or eight-year time frame) of the housing element. Local governments are also required to submit draft and adopted housing elements to the California Department of Housing and Community Development (HCD) for State law compliance review. This review ensures that the housing element meets the various State mandates. Should the City satisfy these requirements, the State will "certify" that the element is legally adequate. Failing to comply with State law could result in potentially serious consequences, such as reduced access to infrastructure, transportation, and housing funding and vulnerability to lawsuits.

The current (2027–2035) Housing Element is a comprehensive update of the 2022–2027 Housing Element. The planning period is January 31, 2027, through January 31, 2035. The City of South Lake Tahoe (City) last updated its Housing Element in August 2022. The 6th cycle Housing Element had a planning period from June 30, 2022, to June 30, 2027.

4.1.1 Overview of State Requirements

State law recognizes the vital role local governments play in the supply and affordability of housing. The law acknowledges that for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the state rests largely on the effective implementation of local general plans, local housing elements in particular.

The purpose of the housing element is to identify the community's housing needs, to state the community's goals and objectives regarding 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.

State law requires cities and counties to address the needs of all income groups in their housing elements. The official definition of these needs is provided by HCD for each city and county within its geographic jurisdiction. Beyond these income-based housing needs, the housing element must also address special-needs groups, such as persons with disabilities and homeless persons.

State housing law (California Government Code Section 65583) requires an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. The assessment and inventory must include all the following:

- Analysis of population and employment trends, documentation of projections, and a quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need.
- Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.
- Analysis of fair housing trends, including areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity (i.e., living-wage jobs and high-quality schools), and disproportionate housing needs, including displacement risk.
- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning, public facilities, and City services to these sites.
- The identification of a zone or zones where farmworker housing, residential care facilities, transitional housing, supportive housing, emergency shelters, and low-barrier navigation centers are allowed as a permitted use without a conditional use or other discretionary permit.
- Analysis of potential and actual governmental constraints on the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.
- Analysis of local efforts to remove governmental constraints.
- Analysis of potential and actual nongovernmental constraints on the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.
- Analysis of any special-housing needs for the elderly; persons with disabilities, including those with developmental disabilities; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter.
- Analysis of opportunities for energy conservation with respect to residential development.
- Analysis of "at-risk" assisted housing developments that are eligible to change from low-income housing uses within 10 years of the beginning of the housing element planning period.

Section 4.3 through 4.7 of the Housing Element identifies the nature and extent of the City's housing needs, which in turn provides the basis for the City's response to those needs in the Housing Element Policy Section, Section 4.8, Goals, Policies, and Programs. In addition to identifying housing needs, section 4.3 through 4.7 also presents information on the setting in which the needs occur, which provides a better understanding of the community and facilitates planning for housing.

The Housing Element analysis satisfies State requirements and provides the foundation for the goals, policies, implementation programs, and quantified objectives. The analysis draws on a broad range of informational sources. Information on population, housing stock, and economics comes primarily from the data sets prepared by the Sacramento Area Council of Governments (SACOG) with sources from the 2020

US Census, American Community Survey, California Department of Finance, and regional sources. In addition to the SACOG packet, data was drawn from the California Employment Development Department, Tahoe Regional Planning Agency (TRPA), and City of South Lake Tahoe records. Information on available services for housing comes from numerous public agencies. Information on constraints on housing production and past and current housing efforts in South Lake Tahoe comes from City staff, other public agencies, and a number of private sources.

4.1.2 General Plan and Housing Element Consistency

This Housing Element is a component of the General Plan, which provides guiding policy for all growth and development in South Lake Tahoe. The South Lake Tahoe General Plan consists of nine elements that address both State-mandated planning issues and optional subjects that are of particular concern within South Lake Tahoe. These elements are:

- Land Use and Community Character Element
- Economic Development Element
- Transportation and Circulation Element
- Housing Element
- Natural and Cultural Resources Element
- Public/Quasi-Public Facilities and Services Element
- Recreation and Open Space Element
- Health and Safety Element
- Noise Element

State law requires consistency among elements of the General Plan. As such, goals and policies contained within the Housing Element have been developed to be consistent with the goals and policies of the 2011 General Plan. The City will continue to assess consistency between the Housing Element and other General Plan elements so that policies introduced in one element are consistent with other elements. If it becomes apparent that, over time, changes to any element are needed for internal consistency, such changes will be proposed for consideration by the Planning Commission and City Council.

4.1.3 Tahoe Regional Planning Agency Overview

Lake Tahoe was designated as an *Outstanding National Resource Water* under the Clean Water Act. The TRPA was formed in 1969 through a bi-state compact between Nevada and California. TRPA's mission is to preserve, restore, and enhance the Lake Tahoe Basin (Basin, Tahoe Basin). TRPA's Regional Plan is the long-term plan for the development of the Basin. In some cases, regulations that further the realization of the Regional Plan can preempt California and Nevada State law. One of TRPA's main tools for protecting the environment is growth-control regulations, which limit the amount of development that can occur in the Basin. While TRPA employs some measures to promote affordable housing in the Basin, many of the environmental regulations limit the feasibility of affordable housing projects for lower-income residents (those who are included in the extremely low-, very low-, or low-income categories).

TRPA completed a comprehensive update to its Regional Plan and its associated Code of Ordinances in December 2012. The Regional Plan update process involved a collaboration between TRPA, the US Forest Service, the Lahontan Regional Water Quality Control Board, and the Nevada Division of Environmental Protection to update their 20-year planning documents. The intent of the Regional Plan update was for these agencies to work together to streamline regulations and create common goals for protecting Lake Tahoe. The City of South Lake Tahoe, along with other local jurisdictions, was involved throughout the process. The City continuously voiced the need to balance the housing needs of local residents with the need to protect and improve the clarity of Lake Tahoe. The Regional Plan has undergone a series of phased housing amendments since 2021. Phase 1 amendments were finalized in 2021, addressing accessory dwelling units (ADUs) and removing barriers to affordable housing development. Phase 2 Housing Amendments were adopted by the TRPA Governing Board on December 13, 2023, with further amendments approved on June 26, 2024. Following litigation, TRPA and Mountain Area Preservation (MAP) reached a settlement in July 2024, allowing the Phase 2 housing policies to remain on track. Phase 3, titled Cultivating Community, Conserving the Basin, is currently underway. The Tahoe Living Working Group began meeting in December 2024 to discuss further code amendments to facilitate more housing types and is expected to return recommendations to the Governing Board in 2026.

The Regional Plan includes some regulations that affect affordable housing in the Basin. TRPA has altered some regulations to promote affordable housing opportunities, including allowing mixed-use development, 70-percent coverage in town and regional centers, additional height with adoption of an area plan, income-restricted housing up to 120 percent of Area Median Income (AMI) or at least one occupant of the household works at least 30 hours per week or full-time equivalency for an employer with a business license or tax address within the Tahoe region or Tahoe-Truckee Unified School District (termed the “Achievable” income category), which per current TRPA guidance carries no associated income limit, unlike the affordable and moderate categories, which are capped at 80 and 120 percent of AMI, respectively (TRPA Residential Deed Restriction Program Fact Sheet) conversion of commercial and tourist-serving development rights to residential development rights, and transfer bonuses for residential unit transfers into town or regional centers. The Phase 2 Housing Amendments, adopted in December 2023, further expanded these provisions by targeting height allowances (up to 65 feet in Town Centers), increased density, reduced parking requirements, and greater site coverage specifically for income deed-restricted affordable, moderate, and achievable multifamily housing projects. These changes allow denser development in town and regional centers, including housing development. The Regional Plan also allows local jurisdictions within TRPA to develop Area Plans to replace existing Community Plans and Plan Area Statements. The City adopted the Tourist Core Area Plan (TCAP) in 2013 and the Tahoe Valley Area Plan in 2014 for this purpose. The City implemented amendments to both Area Plans in which the TRPA adopted the TCAP and the Tahoe Valley Area Plan on December 18, 2024. The amendments included incentivizing housing through height and density. However, many of the existing regulations that act as constraints to the production of affordable housing remain. The City continues to seek creative solutions to provide affordable housing opportunities that work within the framework of TRPA regulations and is actively engaged in the ongoing Phase 3 process (Cultivating Community, Conserving the Basin), which is expected to address housing, growth management, climate resilience, and related issues through 2026 and beyond.

4.1.4 Consistency with South Lake Tahoe’s Redevelopment Implementation Plan

Per Assembly Bill (AB) x1 26, the South Lake Tahoe Redevelopment Agency was dissolved on June 27, 2011. This dissolution action eliminated the primary funding mechanism by which the redevelopment

agency funded affordable housing and infrastructure development. The City continues to fulfill grant reporting, loan servicing, and administration requirements of programs previously operated by the Redevelopment Agency. There will be no future funds available for affordable housing or infrastructure via the former redevelopment agency.

4.1.5 Notification to Retail Water/Sewer Providers

In compliance with California Government Code Section 65589.7, upon adoption of the 2027-2035 Housing Element, the City of South Lake Tahoe will distribute a copy of the element to local water and sewer providers. The City will contact the following service providers:

- South Tahoe Public Utility District (1275 Meadowcrest, South Lake Tahoe, CA 96150)
- Lukins Brothers Water Company, Inc. (2031 West Way, South Lake Tahoe, CA 96150)
- Lakeside Park Water District (4077 Pine Boulevard, South Lake Tahoe, CA 96150)
- Tahoe Keys Water Company (356 Ala Wai Boulevard, South Lake Tahoe, CA 96150)

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4.2 Public Participation

As part of the housing element process, the City implemented the state's public participation requirements in housing element law, indicated in California Government Code Section 65583 (c)(9), that jurisdictions "shall make a diligent effort to achieve participation of all economic segments of the community." City staff and consultants solicited input from individuals and organizations in the community, including residents, housing developers, nonprofit housing development, management, and advocacy organizations, social service providers, the local community college, medical providers, major employers, transportation agencies, and conservation groups.

The City advertised the community/stakeholder workshop in English and Spanish using a variety of methods, including an advertisement in the local newspaper, emails to stakeholders and community leaders, social media posts, flyers posted on the City's website, and word of mouth. In addition, the City placed meeting announcements on the City's website and worked with partner agencies to post the flyer and spread the word through their social media, word of mouth, and email listservs.

As outlined here, the City's public outreach program was designed to obtain input from residents representing all income groups, nonprofit and for-profit residential developers, and businesses. The following sections describe the City's outreach and engagement efforts undertaken to ensure meaningful participation from all segments of the community in the development of the Housing Element, including the identification of housing goals, policies, and programs.

4.2.1 Community Workshop – March 25, 2026

The City hosted an in-person community workshop at the South Lake Tahoe Parks and Recreation Center, Aspen Room, in South Lake Tahoe. The meeting began with a presentation to the general public and local stakeholders, giving them an overview of the Housing Element update process, outlining State housing law, and describing the required components of the Housing Element and the City's Regional Housing Needs Allocation (RHNA). During and after the presentation, meeting facilitators gave the public and stakeholders an opportunity to identify key housing issues, concerns, and priorities through interactive board activities. Six community members joined, including renters, property owners, and a second homeowner.

Input received from the public reflected strong support for affordable rental housing, ADUs, townhouses, and workforce housing as the housing types most needed in the city. Participants identified high cost and limited availability as the dominant housing challenges and noted that long-time locals and young adults are the segments of the community experiencing the greatest difficulty accessing housing. Participants prioritized applying for funding to create more affordable housing options, with additional support for programs to increase affordability of existing housing, expand senior and assisted living options, and develop workforce housing. Community members also raised questions about how evacuation routes and infrastructure constraints factor into housing site identification, whether short-term rental regulations constitute a governmental constraint on housing under State law, and whether developers and builders are engaged as stakeholders in the housing element outreach process.

4.2.2 City of South Lake Tahoe Planning Commission – April 16, 2026

The City held a public hearing during a scheduled Planning Commission meeting at City Hall Council Chambers as an opportunity for the public to provide public comment and discussion on the 2027–2035 Housing Element Update. Notice of the public hearing was posted two weeks in advance of the meeting in the Tahoe Daily Tribune, notices were also posted on social media and the City's website. Housing staff presented an overview of the Housing Element, its statutory requirements, the community outreach, timeline, and review process, the City's housing needs and RHNA, and highlighted housing accomplishments achieved during the 2022–2027 6th Cycle Housing Element.

Discussion during the hearing came from Planning Commissioners, who raised a range of questions and issues related to the Housing Element Update. Topics included the City's ability to meet its moderate-income RHNA obligations, clarification on penalties for noncompliance with Housing Element law, and the type of housing-specific parcels included in the sites inventory analysis should accommodate. Commissioners also inquired about potential conflicts between TRPA regulations and California housing law, particularly Senate Bill (SB) 9, as well as the distinction between documented local housing needs and RHNA requirements assigned by the State.

Additional comments focused on challenges with funding for moderate-income housing development due to lack of State and federal subsidies, and the potential need for incentives to encourage such projects. Commissioners also noted concern about the limited number of available TRPA residential allocations needed to accommodate RHNA targets. Interest was expressed in mixed-use and infill development as strategies to help meet housing demand, and questions were raised about the extent to which vacation home rental permits may reduce the availability of long-term rental housing.

No public comments were provided during the hearing. Staff shared contact information for submitting additional comments after the hearing to the Housing Division.

4.2.3 Family Resource Center Cafecitos Workshop – April 22, 2026

The City hosted an in-person community workshop at the South Lake Tahoe Family Resource Center at their weekly Cafecitos meeting, in South Lake Tahoe. The meeting was conducted in Spanish only and began with a presentation, providing an overview of the Housing Element update process, outlining State housing law, and describing the required components of the Housing Element and the City's RHNA. During and after the presentation, meeting facilitators gave the stakeholders an opportunity to identify key housing issues, concerns, and priorities through discussion.

Input received from the public reflected strong support for affordable rental housing and all other housing types that are more affordable to locals. Participants identified the high cost and access to quality housing that is near reliable transportation options. Participants shared their support for the affordable housing units being planned for and constructed, especially in proximity to transportation. Community members also described the challenge they face when trying to qualify for affordable housing. Many participants shared that they have two to three jobs, which puts their income over the limit for deed-restricted properties so they would have to quit three to four months in advance to qualify but would not be able to afford their current rent until they move into the affordable unit. Stakeholders also mentioned the need to maintain bike paths and transportation in good condition. They would also like to have more information and training on tenant rights and responsibilities, rent control, and rental assistance for back rent.

4.2.4 Business Community Workshop – June 9, 2026

The City hosted an in-person community workshop at the South Lake Tahoe Recreation Center. The meeting was conducted in the morning and in the evening to ensure various stakeholders could attend. Staff provided various small-group activities and specific topics, which included a table specifically on housing. The small group facilitators gave the stakeholders an opportunity to identify challenges in the region with current housing and some policies or programs the City can implement to support business owners and workers.

Some of the challenges identified include absentee/neglectful landlords, substandard housing (including fear of retaliation for reporting), limited housing options that is affordable which forces employees to commute long distances and it is hard to recruit and retain employees (especially locals), and building housing for all income levels, especially moderate income. Participants identified the following policies and programs to support their businesses and workers: strengthen tenant protections and more education, landlord/tenant mediation, more housing that is affordable to local income levels, incentives for landlords to improve existing rentals, support TRPA Phase 2 Amendments, transitional housing for youth, and more moderate-income housing. These comments were provided for both sessions by attending business stakeholders.

4.2.5 Stakeholder Consultations

Consultations were conducted with service providers and other stakeholders representing a range of housing needs, populations, and sectors. From February through April 2026, staff reached out to stakeholder organizations to offer each the opportunity to provide one-on-one input on housing needs and programs. Consultations were completed with the following nine organizations:

- City of South Lake Tahoe Housing Issues Hotline
- El Dorado County Health and Human Services
- South Lake Tahoe Family Resource Center
- South Tahoe Chamber of Commerce
- Vista Rise Collective
- Lake Tahoe Unified School District
- Tahoe Coalition for the Homeless
- Tahoe Youth and Family Services
- Washoe Tribe of Nevada and California

The stakeholders were asked questions generally covering the following topics:

- Opportunities and concerns: What are the top opportunities and concerns for the future of housing in South Lake Tahoe?

- Housing preferences: What types of housing do your clients prefer? Is there adequate rental housing? Are there opportunities for homeownership? Are there accessible rental units for seniors and persons with disabilities?
- Housing barriers/needs: What are the biggest barriers to finding affordable, decent housing? Are there specific unmet housing needs in the community?
- Housing conditions: How would you characterize the physical condition of housing in South Lake Tahoe? What opportunities exist to improve housing?
- Equity and fair housing: What factors limit or deny civil rights, fair housing choice, or equitable access to opportunity? What actions can be taken to make living patterns more integrated and balanced?

4.2.5.1 Common Themes

Consultations revealed several key observations and common themes related to housing issues facing residents of South Lake Tahoe:

- **Lack of affordable housing supply**: Across all consultations, the insufficient supply of affordable rental housing was identified as the central challenge. Family-sized units are especially scarce.
- **Workforce and seasonal housing gaps**: The local economy's reliance on seasonal tourism creates housing instability. Employers, including Barton Health and the school district, struggle to attract and retain staff due to housing costs and availability. Middle-income households are a largely underserved segment.
- **Barriers for vulnerable populations**: Seniors, people with disabilities, immigrants, domestic violence survivors, families with children, and recently displaced workers face disproportionate difficulty in accessing stable housing. There are inadequate accessible units, lengthy waitlists, and limited resources tailored to these groups.
- **Language and digital access barriers**: Multilingual, particularly Spanish-speaking, households face significant barriers in navigating housing applications and leasing processes that are primarily in English and conducted online. Multiple stakeholders noted the need for multilingual materials and in-person direct assistance.
- **Fear of retaliation and immigration enforcement**: Tenants are reluctant to report substandard housing conditions or fair housing violations due to fear of landlord retaliation and, for undocumented residents, fear of immigration enforcement.
- **Shortage of emergency and transitional housing resources**: There is no family shelter in South Lake Tahoe, and existing emergency housing infrastructure, including the City's seasonal Shelter Pass program and a winter shelter implemented by Tahoe Youth and Family Services, is insufficient to meet demand. In January 2026, the County approved plans for a permanent facility intended to serve approximately 30 individuals and families with children, though construction is not expected to be complete until mid-2028. In addition, the number of units targeted for Transitional Age Youth is limited.

- **Need for stronger landlord engagement**: Multiple stakeholders emphasized the importance of educating and incentivizing landlords to accept housing vouchers, work with case managers, and maintain units in safe condition to build trust between tenants, landlords, and service providers.
- **Regulatory and environmental constraints**: TRPA regulations, land costs, and governmental oversight create significant barriers to new housing development. Measure T, the citizen-initiated ballot measure that placed additional restrictions on Vacation Home Rentals (VHRs) in the city, was approved by voters in November 2018 and prohibited renewal of VHR permits in residential areas after December 31, 2020.The ban on VHRs and subsequent legal challenges have created ongoing uncertainty in the housing market. On March 13, 2025, the El Dorado County Superior Court Judge Gary S. Slossberg issued a ruling striking down Measure T in its entirety and on April 1, 2025, the City Council voted not to appeal the decision. Active VHR permits resumed being issued in July 2025, continuing to affect the availability of long-term rental units.
- **Need for coordinated City leadership and services**: Several stakeholders called for greater City leadership and a more coordinated approach to housing and social services, including dedicated social workers in schools, a City social services team, and more sustainable funding for service providers beyond grant cycles.

4.2.5.2 Individual Consultation Summaries

City of South Lake Tahoe Housing Issues Hotline

A consultation was conducted with the City of South Lake Tahoe's Housing Issues Hotline, on March 5, 2026. The Hotline was established by the City to assist residents experiencing substandard housing conditions. Residents can file complaints online or in person, after which a housing inspector visits the property to assess any violations. The program received approximately 41 complaints in 2025, 31 in 2024, and 14 in early 2026 (through the end of June). The most common issues reported are lack of heat or hot water and rodent infestations. Complaints are most frequent in smaller apartment complexes and single-family homes that do not undergo the City's annual multifamily dwelling inspection process (which applies only to residential buildings with six or more units).

The Hotline noted that many calls involve civil or legal matters, such as rent increases, security deposit disputes, or retaliation, that fall outside the program's scope. Seniors are disproportionately affected by housing issues and have fewer resources to relocate when problems arise. A significant barrier to reporting is fear of landlord retaliation, particularly among residents without legal immigration status. The program representative expressed interest in expanding support for "civil" housing issues (such as legal assistance for tenants who do not qualify for free legal services) and noted that a first-month rent loan would be a valuable addition to the City's existing no-interest loan program for security deposits and application fees.

El Dorado County Health and Human Services

A consultation was conducted with representatives from El Dorado County Health and Human Services Agency (HHSA) on March 20, 2026. HHSA provides behavioral health, public health, community, and social services throughout the county, including the only emergency homeless shelter in El Dorado County. It is a 60-bed facility that opened in February 2023 and has served 404 individuals, with 95 exits to permanent housing. The County also administers a Public Housing Authority with approximately 400 Section 8 vouchers, though the waitlist has been closed since 2016. Additional short-term housing programs

include the Housing and Disability Advocacy Program (serving approximately 30 individuals), Bringing Families Home (approximately five families), and Housing Support (approximately 40 families). Social workers for these programs actively connect clients to community-based organizations and work directly with landlords, throughout El Dorado County.

HHSA identified the general need for affordable housing of any kind as the primary unmet need in the region. Waitlists for existing subsidized units and income constraints are major barriers to housing access. Staff noted that while South Lake Tahoe's density makes proximity to services less of an issue than in more rural parts of the county, the overall lack of affordable development has been a long-standing concern. However, there are several new projects that are currently in various stages of planning and construction. HHSA staff emphasized their role in quickly connecting clients with resources and mediating between landlords and tenants, noting that many landlords are willing to work with tenants who have a case manager assigned.

South Lake Tahoe Family Resource Center

A consultation was conducted with representatives from the South Lake Tahoe Family Resource Center (FRC) on February 23, 2026. FRC is a 501(c)(3) nonprofit providing basic needs services, educational opportunities, family advocacy, and bilingual counseling to South Lake Tahoe residents. FRC operates as one of the only consistent food banks in the area, serving approximately 1,000 regulars per month and 500 "unique" individuals (only accessing one service or one point in time). Approximately 98 percent of clients are South Lake Tahoe residents. The client base is primarily families, with a majority who are bilingual or primarily Spanish-speaking. Recent trends have shown an increase in seniors and younger single adults, including those recently displaced from employee housing in the Heavenly ski area. FRC also provides lease-up support, translation, and troubleshooting assistance for housing applications (including for Sugar Pine Village), help drafting letters to landlords, security deposit recovery assistance, and referrals to the City's Housing Issues Hotline.

Key housing concerns identified by FRC include the high cost and limited supply of rental housing, with even "affordable" projects like Sugar Pine Village described as financially out of reach for many clients. Family-sized units are especially scarce. Complex, English-only, and online-only application processes create significant barriers for Spanish-speaking and digitally challenged residents. Homeownership opportunities were noted as extremely rare for FRC's client population. FRC also raised concerns about fear of landlord retaliation discouraging tenants from reporting problems, and noted that fear of ICE enforcement has, at times, reduced participation in food programs and other services. FRC partners with Tahoe Coalition for the Homeless, St. Joseph Community Land Trust, ADVANCE, TRPA, and the City of South Lake Tahoe Housing Hotline to provide support.

South Tahoe Chamber of Commerce

A consultation was conducted with the South Tahoe Chamber of Commerce on February 24, 2026. The Chamber is a member-driven community organization focused on supporting a vibrant local economy for residents and small businesses. Chamber representatives noted that the housing situation for workers has improved somewhat over the past two years compared to 2020–2023, but certain challenges persist. Many workers choose to live in Carson Valley and commute due to lower costs, and some employers (notably Barton Health and City of South Lake Tahoe) have struggled to fill and/or maintain positions due to a lack of suitable housing.

The Chamber identified several key housing needs and opportunities. The most pressing gap is in middle-income housing. Modest, purpose-built residential units that are not attractive to second-home buyers or vacation renters but would suit permanent families and the local workforce are needed. The Chamber expressed support for employer-assisted housing (noting Vail Resorts as an example) and is hopeful that the City can play a more active role in facilitating employer-housing partnerships. They noted that the City's rental housing waiting list has been a useful tool for understanding actual demand, with seniors and people with disabilities being a notable proportion of applicants. ADUs were seen as a promising concept but often too expensive to build under current TRPA and local regulations. The 2020 ban on short-term rentals (later found unconstitutional in January 2025) and the subsequent resumption of active permits have continued to affect long-term housing availability.

Alta California Regional Center

A consultation was conducted with Alta California Regional Center (ACRC) on April 25, 2026. ACRC is one of 21 publicly funded regional centers that serve as a nonprofit agency that is overseen by California Department of Developmental Services. Each regional center covers a specific geographic territory to provide localized resources for those with developmental disabilities. Depending on the age and need, regional centers coordinate early intervention therapies, education and gap funding, life-long support, which includes access to housing options.

Staff met with ACRC staff to discuss potential collaboration and the needs of the developmentally disabled individuals in South Lake Tahoe. ACRC shared that there is a lack of affordable housing units that are targeted to their clients, and there is a high need for these units in the region. There is State funding available to provide gap funding for housing projects with units that are only for their clients. In addition, ACRC provides all supportive services and many times, have support staff supporting throughout the application process for housing, moving into housing, and staying in the housing. There is an ACRC office in the city that is in Midtown, which is a central resource to the client population in South Lake Tahoe.

Vista Rise Collective

A consultation was conducted with representatives from Vista Rise Collective on February 26, 2026. Vista Rise is a community service nonprofit providing shelter, counseling, housing assistance, and advocacy for survivors of domestic violence, sexual assault, and child abuse. Services include a 24/7 crisis line, a confidential 10-bed safe house (typical stay of 30–90 days), transitional housing for up to six individuals (6 months to 1 year), a Housing First program, trauma-informed therapy, and community education. Vista Rise serves over 100 individuals per month and approximately 800 annually, with broader community education efforts reaching an estimated 6,000 people per year. The client base is made up of approximately 80 percent women, a roughly even split between Latinx and White individuals, and some representation of queer and immigrant populations. Services are available in English, Spanish, and Tagalog.

Vista Rise identified stable and accessible housing of virtually any type (apartment, condo, ADU) as the most pressing unmet need for their clients. Financial instability resulting from abuse and coercive control is the primary barrier, compounded by low credit, incomplete documentation, and inflexible application processes. Immigration fears and limited accessibility for people with disabilities were identified as additional fair housing barriers. Vista Rise emphasized the importance of landlords willing to work with their clients and is hoping for infrastructure investment in the City's budget rather than dependent on charitable funding. The organization highlighted the City's "Pay for Success" contract, which funds rental

assistance, credit repair, transportation, and childcare in exchange for measurable housing stability outcomes, as a progressive model to continue and expand.

Lake Tahoe Unified School District

A consultation was conducted with a representative from the Lake Tahoe Unified School District (LTUSD) in February 2026. LTUSD serves approximately 3,377 students. The representative estimated that roughly 15 to 20 percent of students may be experiencing some form of housing instability (residing in hotels, motels, RVs, or living doubled up), though voluntary self-identification methods means the true count is likely higher. The district has seen particular increases in housing instability among immigrant families, including undocumented households. The area's tourist economy creates cyclical instability, with many families relying on seasonal employment at casinos and ski resorts. The district expressed significant concern about staff housing as well, as high turnover among teachers and administrators (attributed in part to housing costs) has meant that most current staff have been with LTUSD five years or less, including a superintendent hired in 2021.

LTUSD identified several critical gaps in the local housing conditions. There is no family shelter in South Lake Tahoe – the nearest is in Placerville, and Carson City services are not available to California residents. The City's seasonal Shelter Pass program provides only three days of emergency housing, which was described as insufficient. The district noted several underutilized resources that could be repurposed for temporary shelter. LTUSD called for mid-town housing, more ADUs and affordable units, stronger rent support programs, and the reintroduction of longer-term hotel stays for families in crisis.

Tahoe Coalition for the Homeless

A consultation was conducted with representatives of Tahoe Coalition for the Homeless (TCH) in May 2026. TCH provides Coordinated Entry intake and referrals, a medical respite, housing navigation, food assistance, job training, ongoing case management, and benefits navigation. Coordinated Entry referrals vary by month, with approximately 10 to 20 referrals in a typical month and occasional higher-volume periods. TCH indicated that these services are currently operating at the limit of available funding, although there is interest in expanding program reach if additional resources become available. Programs are funded through a mix of government and private foundation grants, including, but not limited to, CalAIM reimbursement; Community Development Block Grant (CDBG) funds; Emergency Solutions Grant (ESG) funds; Homeless Housing, Assistance, and Prevention (HHAP) funds; and private donations.

Shelter services include 16 medical respite beds and provided four temporary shelter beds during the 2025–2026 winter. Across South Lake Tahoe projects, TCH estimated serving approximately 103 clients, with the potential to serve approximately 116 clients once additional Bear's Den units are completed. TCH noted that while 131 individuals are currently identified as experiencing unsheltered homelessness in El Dorado County through the 2026 Point-in-Time (PIT) Count, the Homeless Management Information System (HMIS) suggests a larger unhoused population. PIT Count results may underrepresent the full extent of unsheltered homelessness due to limitations in methodology and the difficulty of counting individuals who may avoid contact or remain out of view. In May 2026, the HMIS By-Name List for El Dorado County exceeds 400 individuals.

Several significant barriers to securing affordable and decent housing in South Lake Tahoe were identified, including high housing costs, seasonal employment patterns, income inequality, limited mental health support, and a lack of smaller housing options such as one-bedroom units. TCH emphasized the need for

extremely affordable and accessible housing for older adults on fixed incomes, as well as scattered-site permanent supportive housing and rapid rehousing, recovery housing with peer support, and supported independent living opportunities.

TCH highlighted several areas where City support could improve service delivery and housing outcomes. Key needs included additional funding, particularly to meet grant match requirements for programs such as ESG, as well as funding to improve staff safety and security during street outreach and motel-based case management. TCH also emphasized the need for a low-barrier shelter.

Tahoe Youth and Family Services

A consultation was conducted with the Executive Director of Tahoe Youth and Family Services (TYFS) in May 2026. TYFS is a 501(C)(3) nonprofit organization that has been serving youth and families in the South Lake Tahoe community since 1971. They operate various programs that include supportive services and housing for homeless youth, mental health counseling and substance use treatment, empowerment and leadership engagement for clients, and street outreach. TYFS served 185 clients in 2025 with 4,456 nights of shelter provided through the Rapid Rehousing, Transitional Living, and Winter Shelter Programs with 1,140 hours of intensive case management.

TYFS identified the need to understand the impact of their programs to prevent chronic and episodic periods of homelessness throughout adulthood. They asked to switch the data used in the Housing Element and other housing reports from the United States Department of Housing and Urban Development (HUD) PIT numbers from El Dorado County to the HMIS data to receive a true snapshot of the high numbers of youth experiencing homelessness in the community. Under the PIT count, couch surfing is not counted as homelessness under the federal definition for purposes of the count. In addition, those under 18 are not surveyed in the PIT count. TYFS sees a gap in transitional living units targeted for Transitional Age Youth in our community as often times, many clients do not feel comfortable staying with older adults in shelters or other available options.

Washoe Tribe of Nevada and California

As part of Housing Element outreach and community engagement, the City conducted consultation with the Tahoe Tribal Liaison for the Washoe Tribe of Nevada and California (Tribe). The City recognizes that South Lake Tahoe is within the ancestral homeland of the Washoe people and that the Lake Tahoe Basin remains culturally, historically, and spiritually significant to the Tribe. Consultation and engagement helped inform the City's understanding of the Tribe's enduring connection to the area, the history of displacement and exclusion from the Basin over time, and the importance of continued coordination on planning issues affecting tribal members and cultural resources. While there is no tribal housing development within the city at this time, the City acknowledges that tribal members may experience housing needs within South Lake Tahoe and the surrounding region, including the need for affordable, stable, and accessible off-reservation housing opportunities. The City will continue to coordinate with tribal representatives, as appropriate, during Housing Element implementation and future planning efforts.

While there is not currently tribal housing within the city, consultation highlighted the importance of recognizing this history and maintaining government-to-government and intergovernmental coordination on issues affecting tribal members, cultural resources, and future housing opportunities in the region.

More agencies and organizations in the Tahoe Basin are building relationships and partnerships with the Tribe and creating more jobs around the Basin although their communities and tribal lands where they live are throughout the Carson Valley and in Alpine County. There is a strong interest in establishing a partnership between the City and the Tribe to develop multifamily units for rent and homeownership in South Lake Tahoe. The largest barriers are currently the availability of housing and cost of living. There is also a barrier in the various logistics included to move from one community to another, including the need for multigenerational households.

4.2.5.3 Summary of Community/Stakeholder Feedback

Based on community and stakeholder input gathered during the public participation process, the following issues were identified as being of the greatest importance to the participants. These issues are addressed in this Housing Element update:

- Lack of affordable rental housing supply, particularly family-sized units and moderate-income housing
- High cost and limited availability of housing for lower- and middle-income households, long-time locals, including for off-reservation tribal members, and young adults
- Barriers to housing access for vulnerable populations, including seniors, people with disabilities, immigrant households, and domestic violence survivors
- Impact of short-term vacation rentals on long-term rental housing availability
- Need for additional funding to support affordable housing development
- Shortage of emergency and transitional housing options, particularly for families

4.3 Needs Assessment

This section describes housing and demographic characteristics of the current population and discusses the existing housing needs of the residents of South Lake Tahoe based on these characteristics. The section also includes a description of the city's future housing needs based on the Regional Fair Share Allocation and an assessment of fair housing in the city.

4.3.1 Housing Stock and Demographic Profile

The purpose of this section is to establish "baseline" population, employment, and housing characteristics for the City of South Lake Tahoe. The US Census Bureau is the main source of information for the assessment of housing needs. Other available data and reports, including the California Department of Finance (DOF) housing and population estimates, were used to supplement the US Decennial Census 2020 and American Community Survey (ACS) data.

Data for the city is presented wherever possible alongside comparable data for El Dorado County. This facilitates an understanding of the city's characteristics by illustrating how the city is similar to, or differs from, the County in various aspects related to demographic, employment, and housing characteristics and needs. Trends between 2019 and the most recent available data are also discussed.

4.3.2 Demographic and Employment Characteristics and Trends

4.3.2.1 Local Housing Needs in the Context of the Lake Tahoe Basin

South Lake Tahoe is in the Lake Tahoe Basin (or Basin) and surrounded by a variety of jurisdictions on the local and state level. Placer and El Dorado Counties comprise the California portion of the Tahoe Basin, and Douglas and Washoe Counties make up the Nevada side. South Lake Tahoe is the only incorporated city in the Lake Tahoe Basin and is an important center for housing and services in the region. Carson City, close to the Nevada portion of the Basin, is another significant population center in the area and is not part of Washoe or Douglas County.

Two-thirds of the Basin is in California and one-third in the state of Nevada. In Nevada, the hourly minimum wage is $12.00, and in California, it is $16.90. Housing law requirements also differ between the two states.

The state line between South Lake Tahoe and neighboring communities in Douglas County, Nevada, is a political boundary across which many residents travel daily for jobs, shopping, and housing. Table 4-1 shows travel patterns in the area, which serves as an indicator of jobs/housing balance. Communities with extended commute distances generally have poor jobs/housing balances, while those with short average commutes tend to have a strong jobs/housing balance. The burden of the additional costs associated with extended commuting disproportionately affects lower-income households, who must spend a larger portion of their overall income on fuel.

Table 4-1 indicates that over half (63.4 percent) of South Lake Tahoe residents work in the city. Approximately 1,920 (15.7 percent) of South Lake Tahoe residents work outside California, further indicating that many travel over the state line for work. This is higher than the 10.0 percent of Douglas County residents who work outside Nevada. Of Douglas County's 20,689 residents, 61.6 percent work in

unincorporated Douglas County, and another 28.3 percent work outside the county. About 11.3 percent of South Lake Tahoe's residents work in El Dorado County outside the city limits.

TABLE 4-1
PLACE OF RESIDENCE OF DOUGLAS COUNTY AND SOUTH LAKE TAHOE EMPLOYEES
2024

Place of Work	Residents of Douglas County		Residents of South Lake Tahoe	
	Number	Percentage	Number	Percentage
Working in South Lake Tahoe	--	--	7,752	63.4%
Working in unincorporated county of residence[1]	12,757	61.6%	1,382	11.3%
Working outside county of residence	5,861	28.3%	1,162	9.5%
Working outside state of residence	2,071	10.0%	1,920	15.7%
TOTAL[2]	**20,689**	--	**12,216**	--

Source: US Census, 2020-2024 ACS 5-Year Estimate.
[1] There are no incorporated cities in Douglas County.
[2] These totals may not equal the sum of employed residents due to other places of work not included in this list.

This analysis indicates that a majority of the jobs are within 20 miles of the city. However, travel through 20 miles of harsh weather conditions, commonplace in South Lake Tahoe during the winter months, is more difficult than similar travel distances in good weather conditions.

Many South Lake Tahoe employees, especially the workforce, choose housing outside of the Basin. This pattern is documented in the 2025 TRPA Lake Tahoe Workforce Housing Needs Assessment,[1] which found that in-commuters represent the largest cohort of unmet housing need in the region, with an estimated 7,625 in-commuter worker households and a need for approximately 6,251 units (5,180 of which are needed for households at or below 245 percent of AMI). This reflects an increase from an estimated 4,789 units of in-commuter need in 2016. For many who live "off the hill," commuting may reflect a lifestyle choice, whether to obtain less expensive housing, live where there is less snow, or secure larger and newer housing for their housing dollar than what is available inside the Basin. However, the data suggest that for a large share of commuters, this arrangement is driven by necessity rather than preference. A 2025 regional survey found that 82 percent of in-commuting respondents said they would be "somewhat likely" or "very likely" to relocate into the Basin if adequate, affordably priced housing were available — a share that has remained consistent across surveys conducted in 2016, 2021, 2023, and 2025. Basin-wide, housing cost burden remains the most prevalent housing problem, affecting 85 percent of renter households and 94 percent of owner households with housing problems.

[1] BAE Urban Economics, *Lake Tahoe Workforce Housing Needs Assessment*, prepared for the Tahoe Regional Planning Agency (TRPA), 2026, February 11, https://www.trpa.gov/wp-content/uploads/LakeTahoeWorkforceHousingNeedsAssessment2025.pdf.

For the lowest-income people, or those without reliable transportation, a commuter lifestyle is typically not an option. The 2025 Assessment identifies 98 unhoused individuals in the region (assumed to have incomes at or below 30 percent of AMI) and 849 seasonal resident worker households with unmet housing needs at or below 245 percent of AMI, populations for whom commuting is not a viable substitute for local housing.

The data presented in Table 4-2 validates, to some extent, that South Lake Tahoe is bearing the brunt of housing other jurisdictions' low-income employees. However, the data also indicates that much of South Lake Tahoe's housing burden is being created by the lack of employment opportunities within the city. Specifically, 25.4 percent of residents in El Dorado County earn less than $49,000 annually, which falls into the lower-income category for a family of four, while almost half (40.8 percent) of residents in South Lake Tahoe earn less than $49,000 annually. An annual income of $49,000 is far below the threshold for lower-income households in El Dorado County, which is $102,900 based on the 2025 HCD Income Limits. The data shows that South Lake Tahoe has a higher percentage of residents working in low-paying jobs.

TABLE 4-2
PLACE OF EMPLOYMENT FOR LOW-INCOME WORKERS
El Dorado County and South Lake Tahoe
2024

	Residents of El Dorado County	Residents of South Lake Tahoe
Earning Less than $49,000 Annually	14,676	3,322
Percentage of Workforce	25.37%	40.8%
TOTAL WORKFORCE	**57,855**	**8,136**

Source: US Census, 2020-2024, ACS 5-Year Estimates.

There is both a high home vacancy rate and a decline in rental housing units in the city, which is replicated among comparable jurisdictions. There are also two trends that impact Lake Tahoe due to its destination popularity. The high cost of housing in many of California's urban areas may make housing costs in South Lake Tahoe seem relatively less expensive and more attractive to owners of second homes, and sometimes first homes for those who are out-priced in the area where they reside. However, the individuals and families living in South Lake Tahoe, homeowners and renters alike, are cost-burdened.

The Tahoe Basin's supply of housing stock is used inefficiently. Many workers, particularly seasonal workers, reside in older motel rooms that are less appealing to visitors and were never intended for permanent occupancy. While some people allege that vacation home rentals "cut into" the demand and market for motel rooms, others observe that many of the motels providing housing for some area residents would not appeal to the visitor market without substantial rehabilitation/investment.

Increasing the supply of housing in this type of environment does not necessarily correlate with ensuring that housing will be available for local residents of all income levels to purchase or rent. Consequently, to provide housing for residents of all income levels, special requirements, such as affordable deed restrictions, may be necessary when the housing is developed. Efforts to designate certain unit pools or allocations has helped prioritize affordable housing and other specific housing types.

An additional factor related to the regional context in which South Lake Tahoe is located is that land and housing prices are lower in South Lake Tahoe compared to elsewhere in the Tahoe Basin. While the North Lake Tahoe Area median sales price for single-family homes was $850,000 in March 2026, the median sales price in South Lake Tahoe was $695,000.[2] Furthermore, the California side of the south shore (South Lake Tahoe and unincorporated portions of El Dorado County) has greater amounts of vacant private land than the Nevada side of the South Shore Region. Consequently, developers in neighboring Douglas County often seek to construct higher-end housing or tourist accommodation projects there, sometimes on existing developed land. The least expensive developed land sometimes contains the most inexpensive, market-rate rental housing serving the community. In some instances, such developers and large-scale Nevada-side employers are working with realtors to secure properties in South Lake Tahoe to satisfy housing mitigation or employee housing needs. South Lake Tahoe properties, at least in the short term, will be consistently less expensive than the Nevada portion of the Tahoe Basin.

4.3.3 Population/Demographic Trends and Employment Characteristics and Trends

4.3.3.1 Population

Table 4-3 shows population, households, average household size, and housing units for South Lake Tahoe and El Dorado County for 2010, 2019, and 2025. The table also shows 2010-2019 and 2019–2025 average annual growth rates (AAGR).

Since 2019, South Lake Tahoe's population has decreased at a faster rate than that of El Dorado County. As shown in Table 4-3, the AAGR for South Lake Tahoe's population between 2010 and 2025 was -7.8 percent compared to -0.6 percent for El Dorado County.

TABLE 4-3
POPULATION, HOUSEHOLDS, HOUSING SIZE, AND HOUSING UNITS
South Lake Tahoe and El Dorado County
2010, 2019, and 2025

	South Lake Tahoe			El Dorado County		
	2010	2019	2025	2010	2019	2025
Population						
Number	21,403	22,800	21,022	181,058	191,848	190,770
Growth from Previous Period	-2,206	1,397	-1,778	24,759	10,790	-1,078
% AAGR from Previous Period	-9.3%	6.5%	-7.8%	15.8%	6.0%	-0.6%
Households						
Number	8,918	8,880	9,519	70,223	70,050	76,185
Growth from Previous Period	-492	-38	639	11,284	-173	6,135
% AAGR from Previous Period	-5.2%	-0.4%	7.2%	19.1%	-0.2%	8.8%
Average Household Size	2.4	2.4	2.2	2.6	2.7	2.4
Housing Units						

[2] Tahoe Realty, 2026, March, North Tahoe, https://www.tahoerealty.com/market-report/North-Lake-Tahoe-Homes/.

TABLE 4-3
POPULATION, HOUSEHOLDS, HOUSING SIZE, AND HOUSING UNITS
South Lake Tahoe and El Dorado County
2010, 2019, and 2025

	South Lake Tahoe			El Dorado County		
	2010	2019	2025	2010	2019	2025
Number	15,087	15,831	16,137	88,159	91,987	95,899
Growth from Previous Period	1,037	744	306	16,881	3,828	3,912
% AAGR from Previous Period	7.4%	4.9%	1.9%	23.7%	4.3%	4.3%

Source: DOF, 2025, estimate.

South Lake Tahoe's housing stock showed little growth between 2019 and 2025, with an increase of 1.9 percent. Comparatively, El Dorado County's housing stock, as a whole, grew at a slightly faster rate of 4.3 percent from 2019 to 2025. The city's slow rate of housing unit production is due, in part, to strict TRPA growth regulations that limit housing construction and development in general. While the housing statistics do not show a large net increase in housing units, the city saw a steady amount of residential development since 2010. The rate of development slowed from 2009 to 2012 due to the economic downturn but exceeded pre-2009 levels after 2019.

As shown in Table 4-4, the Tahoe Region is predicted to grow by about 4.6 percent between 2024 and 2031 according to the Claritas Population Projections. However, the population of El Dorado County is projected to remain the same, with only 0.02 percent of total growth. The population in South Lake Tahoe, in contrast, is projected to decrease by 1.5 percent. This shows that population growth in the region is projected to occur beyond El Dorado County.

TABLE 4-4
POPULATION PROJECTIONS
South Lake Tahoe and El Dorado County
2024-2031

Jurisdiction	2024	2031	Percentage Change 2024 to 2031
South Lake Tahoe[1]	21,269	20,946	-1.5%
El Dorado County[2]	189,079	189,125	0.0%
Tahoe Region[3]	1,174,744	1,228,433	4.6%

[1] Data for South Lake Tahoe 2024 population was sourced from 2020-2024 ACS 5-Year Estimates and data for 2031 projections was sourced from Claritas.

[2] Data for El Dorado County was sourced from Claritas.

[3] Tahoe Region consists of El Dorado, Placer, Douglas, and Washoe Counties. Data for Douglas and Washoe Counties were sourced from 2025-2044 Nevada County Population Projections.

Sources: US Census, 2020-2024, ACS 5-Year Estimates; Claritas Pop-Facts Demographic Trend 2024, 2025-2044 Nevada County Population Projections.

4.3.3.2 Age Distribution

South Lake Tahoe has a relatively young population. Table 4-5 shows the age breakdown of the city's population in 2017 and 2024. In 2024, children under 19 made up 18.0 percent of South Lake Tahoe's population, a decrease from 18.5 percent in 2017. This proportion was relatively the same as the proportion of children under 20 in El Dorado County in 2024 (21.5 percent). Almost two-thirds of South Lake Tahoe's population (63.9 percent) was between ages 20 and 64 in 2024, a slight decrease for this group from 66.1 percent in 2017.

Seniors over 65 made up 18.18 percent of the city's population in 2024, compared to 23.5 percent of El Dorado County's population. This represents an increase since 2017, when the senior population made up 15.5 percent of South Lake Tahoe's population. The increasing senior population is because of a combination of aging residents and migration, with about 25.0 percent of buyers identified as retirees interested in moving to the South Lake Tahoe Basin.[3]

TABLE 4-5
POPULATION BREAKDOWN BY AGE
South Lake Tahoe and El Dorado County

Age Distribution	2017				2024			
	South Lake Tahoe		El Dorado County		South Lake Tahoe		El Dorado County	
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Under 5	1,164	5.4%	8,571	4.6%	690	3.2%	8,610	4.5%
Age 5 to 19	2,477	11.4%	29,592	16.0%	3,129	14.7%	32,805	17.0%
Age 0 to 19	4,008	10.0%	42,239	12.6%	3,819	9.9%	41,415	12.2%
Age 20 to 34	6,181	28.5%	32,432	17.5%	4,604	21.6%	28,095	14.6%
Age 35 to 64	8,509	39.3%	79,470	43.0%	8,980	42.2%	77,898	40.4%
Age 20 to 64	14,323	35.8%	107,826	32.2%	13,584	35.1%	105,993	31.2%
Over 64	3,349	15.5%	34,950	18.9%	3,866	18.2%	45,254	23.5%
TOTAL	**21,680**	**100.0%**	**185,015**	**100.0%**	**21,269**	**100.0%**	**192,662**	**100.0%**
Median Age	**38.0**	–	**45.5**	–	**41.1**	-	**46.1**	-

Source: US Census, ACS 2020-2024 and 2013-2017, 5-Year Estimate.

4.3.3.3 Race/Ethnicity

Table 4-6 summarizes South Lake Tahoe's population by race and ethnicity. In 2024, 66.8 percent of South Lake Tahoe's population was White. This percentage is lower than that of El Dorado County. About 26.1 percent of the city's population was of Hispanic origin. The Asian population represented 5.5 percent of the city's population, followed by 1.2 percent of residents identifying as American Indian or Alaska Native, 0.3 percent of residents identifying as Black or African American, and 0.2 percent of residents identifying as Native Hawaiian and Pacific Islander. Over 13.6 percent of the population identified as some other race, and 12.4 percent of the population identified as two or more races.

[3] South Shore Regional Housing Needs and Opportunities, 2019, October 2019.

TABLE 4-6
POPULATION BREAKDOWN BY RACE AND ETHNICITY
South Lake Tahoe and El Dorado County
2024

Racial/Ethnic Category	South Lake Tahoe		El Dorado County	
	Number	% of Total	Number	% of Total
White	14,204	66.8%	150,027	77.9%
Black or African American	60	0.3%	1,574	0.8%
American Indian and Alaska Native	261	1.2%	1,069	0.6%
Asian	1,174	5.5%	10,497	5.4%
Native Hawaiian and Pacific Islander	41	0.2%	167	0.1%
Some other race alone	2,890	13.6%	8,889	4.6%
Two or more races	2,639	12.4%	20,439	10.6%
TOTAL	**21,269**	**100.0%**	**192,662**	**100.0%**
Hispanic or Latino (of any race)	5,547	26.1%	27,892	14.5%

Source: US Census, ACS 2020-2024, 5-Year Estimate.

4.3.3.4 Household Characteristics

A household consists of all persons who occupy a housing unit and share household functions. This definition includes families (related individuals living together), unrelated individuals living together, and individuals living alone. Family households, as defined by the US Census Bureau, comprise two or more individuals who live together and are related by birth, marriage, or adoption. While the Census Bureau separately identifies unmarried and domestic partners in household data, unmarried partners are generally not classified as related individuals for purposes of defining a family household. The 2024 ACS counted 9,519 households in South Lake Tahoe. Of those, about 66.0 percent (6,283) of the households were family households.

4.3.3.5 Tenure

South Lake Tahoe has a high proportion of renter-occupied housing units. Of the 9,519 occupied housing units counted during the 2020-2024 ACS, 4,634 units (48.7 percent) were rental units, while 4,885 units (51.3 percent) were owner-occupied units. This is a shift from the 2015-2019 ACS where renter-occupied housing units represented 59.0 percent of the housing stock. As shown in Figure 4-1, homeownership in South Lake Tahoe is much lower than in El Dorado County, where 77.2 percent of occupied housing units were owner-occupied. This percentage remains consistent with the 2015-2019 ACS.

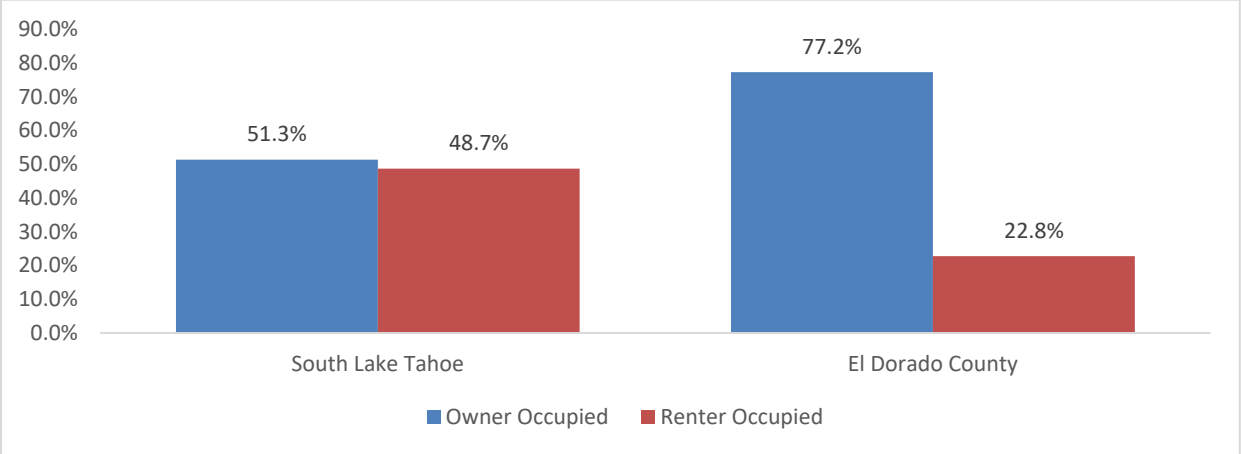
Since the ACS is collected from January through June in the Tahoe Basin, it can be assumed that the occupied housing units represent the housing stock occupied by year-round residents. As shown in Table 4-7, in 2024, there were 7,143 vacant units in South Lake Tahoe. Approximately 83.6 percent (5,975) of the housing units were considered for seasonal, recreational, or occasional use. The proportion of vacant seasonal or occasional use units remained consistent with 2017 data where 84.2 percent of the housing stock was classified as seasonal, recreational, or occasional use.

TABLE 4-7
VACANT UNITS BY TYPE OF VACANCY
South Lake Tahoe and El Dorado County
2024

Vacancy Status	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
For rent	516	7.2%	1,389	7.5%
For sale only	77	1.1%	381	2.1%
Rented or sold; not occupied	243	3.4%	587	3.2%
For seasonal, recreational, or occasional use	5,975	83.6%	15,066	81.6%
For migrant workers	29	0.4%	31	0.2%
Other vacant	303	4.2%	1,014	5.5%
TOTAL VACANT UNITS	**7,143**	**100.0%**	**18,468**	**100.0%**

Source: US Census, ACS 2020-2024, Tables B25002 and B25004

FIGURE 4-1: OWNER-OCCUPIED AND RENTER-OCCUPIED HOUSING UNITS, 2024



Source: US Census, ACS 2020-2024 5-Year Estimates.

4.3.3.6 Household Income

Table 4-8 shows median income and the distribution of household income for South Lake Tahoe based on data from the 2020-2024 ACS. The median household income in South Lake Tahoe in 2024 was $105,750, which was lower than the median income for El Dorado County ($108,845), as listed in the 2024 ACS. Approximately 9.9 percent of all households in South Lake Tahoe earned under $20,000 in 2024, compared to 7.6 percent in the county. A much higher percentage of renter households earn less than $50,000 (41.3 percent), compared to owners (18.2 percent), which is typical in resort areas. At the other end of the income spectrum, 22.4 percent of households in South Lake Tahoe earned over $150,000 in 2024, compared to 9.6 percent of households in 2019 and 34.6 percent in El Dorado County. The increase in percentage of households earned over $150,000 reflected an overall increase in median income of households in South Lake Tahoe from 2019 to 2024. This showed that there has been an increase in the number of residents able to afford housing in the city. This trend may reflect, at least in part, an increase in higher-income remote

workers who relocated to South Lake Tahoe during the COVID-19 pandemic (2020–2022), a pattern documented across many mountain and resort communities during this period, rather than solely an increase in affordability or income growth among existing residents.

TABLE 4-8
HOUSEHOLD INCOME DISTRIBUTION
South Lake Tahoe
2024

Income Category	South Lake Tahoe	
	Number	Percentage of Total
Renter-Occupied		
Less than $20,000	680	14.7%
$20,000 to $34,999	543	11.7%
$35,000 to $49,999	693	15.0%
$50,000 to $74,999	753	16.2%
$75,000 to $99,999	597	12.9%
$100,000 to $149,999	805	17.4%
$150,000 or more	563	12.1%
Total Renter Households	**4,634**	**100.0%**
Owner-Occupied		
Less than $20,000	258	5.3%
$20,000 to $34,999	240	4.9%
$35,000 to $49,999	391	8.0%
$50,000 to $74,999	789	16.2%
$75,000 to $99,999	545	11.2%
$100,000 to $149,999	1,089	22.3%
$150,000 or more	1,573	32.2%
Total Owner Households	**4,885**	**100.0%**
Less than $20,000	938	9.9%
$20,000 to $34,999	783	8.2%
$35,000 to $49,999	1,084	11.4%
$50,000 to $74,999	1,542	16.2%
$75,000 to $99,999	1,142	12.0%
$100,000 to $149,999	1,894	19.9%
$150,000 or more	2,136	22.4%
Total All Households	**9,519**	**100.0%**

Source: US Census, 2020-2024 ACS 5-Year Estimates.

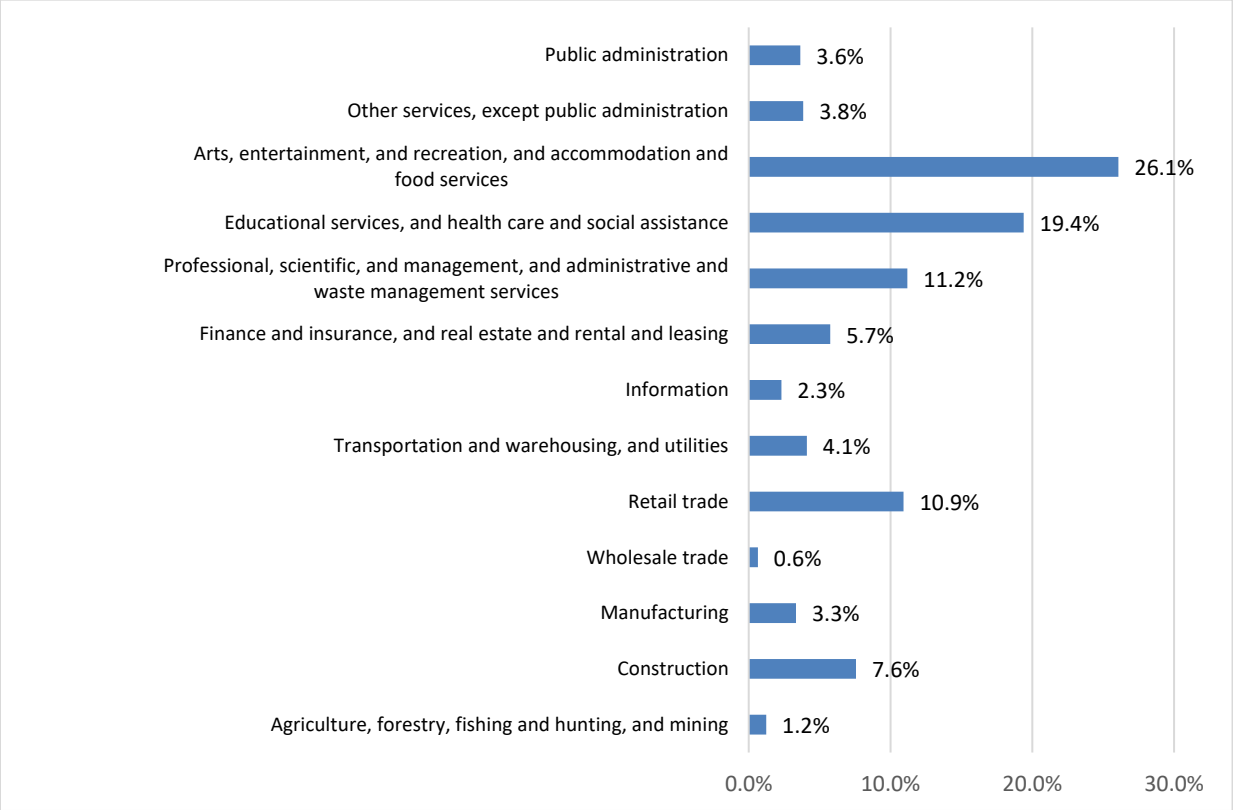
4.3.3.7 Existing and Projected Employment

South Lake Tahoe is primarily a tourism-based economy (see Figure 4-2). The city's natural amenities, including the lake, ski resorts, and year-round outdoor recreational opportunities, make it a premier destination that draws visitors annually. Arts, entertainment, and recreation represent the largest employment sector, accounting for 26.1 percent of jobs in the city. Also, the city's proximity to the larger Bay Area, Sacramento, and Reno population centers makes Lake Tahoe an attractive place for day trippers or weekenders seeking to escape the summertime heat or spend a day on the ski slopes. This situation creates a low-paid, seasonal workforce. Jobs paying minimum wage plus tips are not uncommon.

As is typical in destination resort areas, the economy tends to be seasonal in nature, climate-dependent, and trending toward instability. Throughout the shoulder season in the fall and spring, hours of employment tend to be reduced, and in some cases, full season layoffs occur. Some people work "dual" seasonal employment, such as with the Forest Service or CalFire as Wildland firefighting in the summer and ski patrolling in the winter.

While South Lake Tahoe's year-round resident population is growing slowly, the city continues to be a popular resort destination, and tourist-based employment will continue to grow. Figure 4-2 shows the number of employees by major industry in South Lake Tahoe. Lower-wage service industry jobs create a need for affordable low-income housing. At the same time, the City recognizes the need to diversify its economy. To create opportunities for non-service sector employees, there is also a need to provide quality, moderate-income housing for year-round residents.

FIGURE 4-2: EMPLOYEES BY MAJOR INDUSTRY



Source: US Census, ACS 2020-2024, 5-Year Estimates.

TABLE 4-9
EMPLOYED POPULATION BY OCCUPATION
South Lake Tahoe
2026

	Number of Employees	Percentage of Total
Architecture/Engineering	236	1.9%
Arts/Design/Entertainment/Sports/Media	518	4.3%
Building/Grounds Cleaning/Maintenance	434	3.6%
Business/Financial Operations	538	4.4%
Community/Social Services	127	1.0%
Computer/Mathematical	156	1.3%
Construction/Extraction	666	5.5%
Education/Training/Library	525	4.3%
Farming/Fishing/Forestry	92	0.8%
Food Preparation/Serving Related	1,413	11.7%
Healthcare Practitioner/Technician	784	6.5%
Healthcare Support	419	3.5%
Installation/Maintenance/Repair	151	1.2%
Legal	48	0.4%
Life/Physical/Social Science	123	1.0%
Management	1,168	9.6%
Office/Administrative Support	1,320	10.9%
Production	329	2.7%
Protective Services	302	2.5%
Sales/Related	1,241	10.3%
Personal Care/Service	472	3.9%
Transportation/Material Moving	1,045	8.6%
Total	**12,107**	100.0%

Source: Claritas, 2026, Pop-Facts Demographics Snapshot, Employment and Occupation.

The top employers in the city by number of employees are shown in Table 4-10. In both fiscal years (FY) 2014–2015 and 2023–2024, Barton Memorial Hospital was the city's largest employer with 6.1 percent of total employees in FY 2014–2015 and 7.0 percent of employees in FY 2023–2024. The total number of jobs in South Lake Tahoe increased from 11,762 in FY 2014–2015 to 13,151 in FY 2023-2024, an indicator of the economy slowly recovering since the global pandemic in 2020.

TABLE 4-10
LARGE EMPLOYERS
South Lake Tahoe
2014–2024

	2014-2015		2023-2024	
	Number	Percentage of Workforce	Number	Percentage of Workforce
Barton Memorial Hospital	713	6.1%	923	7.0%
Lake Tahoe Unified School District	402	3.4%	368	2.8%
El Dorado County	237	2.0%	263	2.0%
United States Forest Service	159	1.4%	100	0.8%
Heavenly Mountain Resort	389	3.3%	380	2.9%
Lake Tahoe Community College	180	1.5%	167	1.3%
Marriott Corporation	196	1.7%	236	1.8%
City of South Lake Tahoe	199	1.7%	238	1.8%
Raley's Supermarket	152	1.2%	-	-
South Tahoe Public Utility District	-	-	119	0.9%
Lake Tahoe Resort Hotel	154	1.3%	104	0.8%
All Other Employers	8,981	76.4%	10,253	78.0%
Total Workforce	**11,762**	**100.00%**	13,151	**100.00%**

Source: City of South Lake Tahoe, Comprehensive Annual Financial Report, 2024.

As shown in Table 4-11, the State Economic Development Department (EDD) produces yearly occupational employment and wage data by metropolitan statistical area (MSA) that reports employment and wages data for the Sacramento-Roseville-Arden Arcade MSA, which includes the El Dorado, Placer, Sacramento, and Yolo Counties. When comparing annual incomes to the median El Dorado County income in 2025 for a family of four of $120,800 (see Table 4-20), only four of the occupational groups in Table 4-11 offer mean salaries above this median income.

Of the 22 occupational groups, the highest mean annual salaries are in the legal occupations and healthcare practitioners and technical occupations at $163,557 and $149,259, respectively. The lowest annual salary is in the healthcare support occupations at $42,906.

TABLE 4-11
PROJECTED EMPLOYMENT BY OCCUPATION AND WAGE
Sacramento-Roseville-Arden Arcade Metropolitan Statistical Area
2025

Occupations of Residents	Mean Hourly Wage	Mean Annual Salary	Estimated Employment 2024
Management Occupations	$69.17	$143,879	102,930
Business and Financial Operations Occupations	$45.24	$94,103	90,990
Computer and Mathematical Occupations	$57.43	$119,450	37,250
Architecture and Engineering Occupations	$61.21	$127,319	19,020
Life, Physical, and Social Science Occupations	$48.50	$100,879	15,470
Community and Social Service Occupations	$37.57	$78,158	23,250
Legal Occupations	$78.63	$163,557	10,820
Educational Instruction and Library Occupations	$38.07	$79,185	65,400
Arts, Design, Entertainment, Sports, and Media Occupations	$39.26	$81,661	11,990
Healthcare Practitioners and Technical Occupations	$71.76	$149,259	63,690
Healthcare Support Occupations	$20.63	$42,906	76,480
Food Preparation and Serving Related Occupations	$20.82	$43,297	91,850
Building and Grounds Cleaning and Maintenance Occupations	$22.86	$47,544	31,710
Personal Care and Service Occupations	$21.46	$44,644	24,060
Sales and Related Occupations	$27.15	$56,463	79,320
Office and Administrative Support Occupations	$28.17	$58,606	117,770
Farming, Fishing, and Forestry Occupations	$21.57	$44,851	5,050
Construction and Extraction Occupations	$38.15	$79,346	55,040
Installation, Maintenance, and Repair Occupations	$34.00	$70,717	34,860
Production Occupations	$26.88	$55,916	31,310
Transportation and Material Moving Occupations	$24.69	$51,349	78,130

Source: 2025 First Quarter, Occupational Employment and Wage Statistics Dashboard, State of California Employment Development Department.

4.3.3.8 School Enrollment

South Lake Tahoe is served by four elementary schools, one middle school, and one high school as part of the LTUSD. Enrollment in the school district has decreased by 5.3 percent since the COVID-19 pandemic in 2020, as shown here:

- School Year (SY) 2020-21: 3,725 students
- SY 2021-22: 3,641 students
- SY 2022-23: 3,648 students
- SY 2023-24: 3,604 students
- SY 2024-25: 3,528 students

If the trend in decreasing school enrollment continues, family housing will decrease in demand in relation to other types of housing in South Lake Tahoe. However, a portion of the decrease in enrollment can be attributed to families moving out of the area, while a portion may also reflect students shifting to homeschooling through virtual charter schools that serve El Dorado County but are outside LTUSD. Additionally, an increasing number of young adults are continuing to live with their families after high school due to the high cost of housing. These factors may support continued demand for family housing even as school district enrollment declines.

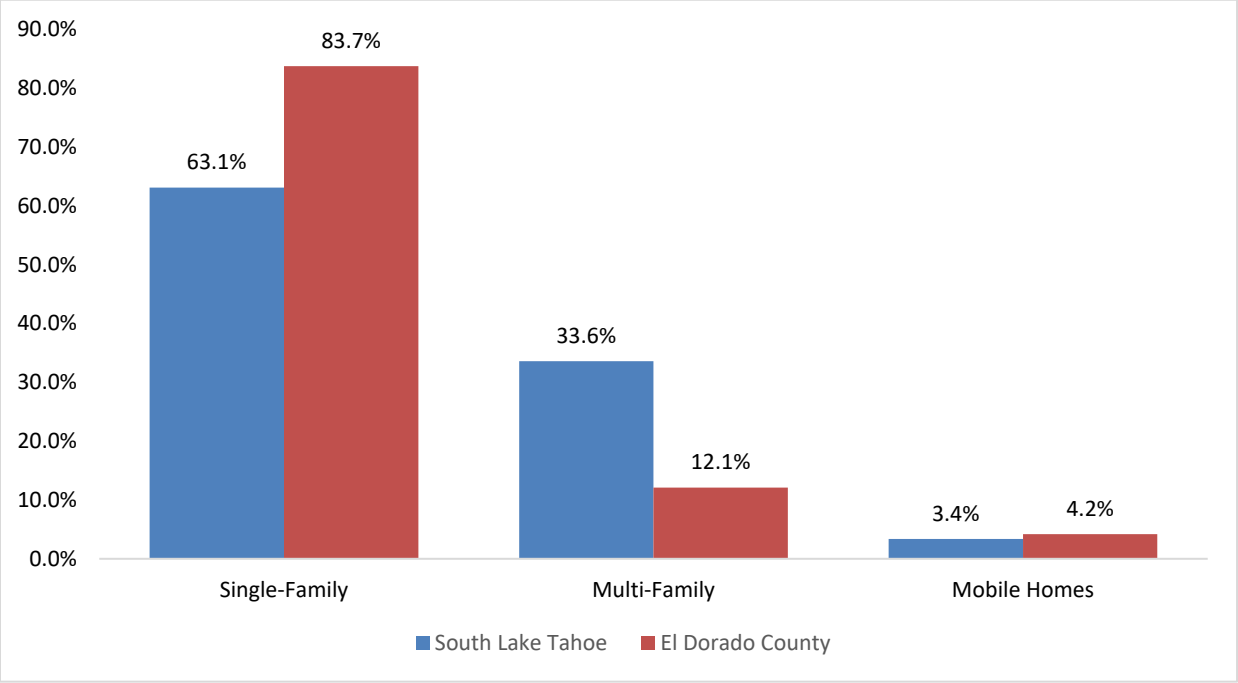
4.3.4 Housing Characteristics and Trends

4.3.4.1 Housing Inventory/Supply

Table 4-12 and Figure 4-3 present comparative data on the housing stock in the City of South Lake Tahoe and El Dorado County. The table summarizes the total housing stock according to the type of housing structure.

As shown in Table 4-12, single-family detached housing units account for the majority of housing in the city and county. The city has a significantly smaller proportion of single-family detached homes compared to El Dorado County. In 2025, 60.4 percent of the city's housing stock was single-family detached compared to 82.1 percent for the county. The majority of this difference between the city and county is made up by multifamily developments. South Lake Tahoe had a total of 33.6 percent of its housing in multifamily developments in 2025, whereas the county had only 12.1 percent of its housing in this type.

FIGURE 4-3: HOUSING STOCK CHARACTERISTICS



Source: 2025 DOF estimate.

TABLE 4-12 HOUSING STOCK BY TYPE South Lake Tahoe and El Dorado County 2019 and 2025							
Year		Total Units	Single-Family		Multifamily		Mobile Homes
			Detached	Attached	2 to 4	5 plus	
City of South Lake Tahoe							
2019	#	15,831	9,550	404	2,454	2,860	563
	%	100.0%	60.3%	2.6%	15.5%	18.1%	3.6%
2025	#	16,137	9,739	439	2,442	2,975	542
	%	100.0%	60.4%	2.7%	15.1%	18.4%	3.4%
El Dorado County							
2019	#	91,987	75,227	1,393	4,870	6,372	4,125
	%	100.0%	81.8%	1.5%	5.3%	6.9%	4.5%
2025	#	95,899	78,741	1,520	4,875	6,737	4,026
	%	100%	82.1%	1.6%	5.1%	7.0%	4.2%

Source: DOF, 2025, estimate.

Table 4-13 shows the number of housing units and employed residents in the city and county in 2019 and 2025. The ratio of these figures is known as the housing-jobs ratio and can be used to evaluate the balance between job opportunities and housing availability in the city. In 2025, the housing-jobs ratio was 0.8 in the city and 0.9 in the county. This is consistent with 2019. This indicates that there are slightly fewer jobs than homes in the city and the county, and residents may need to commute outside their local jurisdiction to find employment. Keeping housing and jobs in balance and near each other helps to reduce vehicle miles traveled for commuting.

TABLE 4-13 HOUSING - JOBS RATIO South Lake Tahoe and El Dorado County 2019 and 2025				
	South Lake Tahoe		El Dorado County	
	2019	2025	2019	2025
Housing Units	15,831	16,137	91,987	95,899
Employed Residents	11,800	12,582	85,101	88,584
Jobs-Housing Ratio	0.7	0.8	0.9	0.9

Source: DOF, 2025 estimate; US Census ACS, 2020-2024, 5-Year Estimates.

TRPA housing unit projections for 2050, published in the TRPA Connections 2025–2050: Regional Transportation Plan, updated projections for population, households, and jobs for 2050 using 2022 as the baseline for comparison. Table 4-14 reports the growth as a 7.8 percent increase in housing units in the Tahoe Basin, from 33,802 housing units in 2022 to 36,439 units in 2050. It is expected that some areas in the Tahoe Region will accommodate more housing unit growth and some areas will experience less housing

unit growth than the average 9.6 percent anticipated for the whole region. The growth rate in South Lake Tahoe is slightly higher at 14.2 percent from 2022 to 2050.

TABLE 4-14
HOUSING UNIT PROJECTIONS
South Lake Tahoe and Tahoe Basin
2022-2050

Jurisdiction	2022	2050
South Lake Tahoe	15,586	17,336
Tahoe Region[1]	33,802	36,439

[1] *Tahoe Region consists of El Dorado, Placer, Douglas, and Washoe Counties.*
Source: TRPA Connections, 2025, 2050: Regional Transportation Plan.

4.3.4.2 Vacancy Rates and Rental Housing

The vacancy rate is an important factor in the availability of housing. Where vacancy rates are high, housing prices and rents tend to be lower. A vacancy rate of 5 percent or lower for rental housing and 2 percent or lower for ownership housing indicates a "tight housing market," meaning that it is harder to find available units in any particular area or price range. In 2025, DOF reported the South Lake Tahoe homeowner vacancy rate to be 1.5 percent, with a rental vacancy rate of 10.0 percent.

The local tourist economy creates an attractive market for buying houses as second homes, which has positive aspects for South Lake Tahoe. The city benefits from the generation of transient occupancy taxes from the local motels, hotels, and vacation home rentals (VHRs).

There are several concerns associated with the high percentage of seasonal and tourist units. In 2024, 42.9 percent of housing units in South Lake Tahoe were considered "vacant" according to the Census. Of these vacant units, 83.6 percent were for seasonal, recreational, or occasional use, as shown previously in Table 4-7. Vacant units that were available for rent in 2024 constituted 7.2 percent of vacancies.

VHRs represent a significant component of South Lake Tahoe's visitor-serving economy. VHRs operate in both the Tourist Core, the area along Highway 50 from Stateline to Ski Run Boulevard, and residential neighborhoods, with regulatory authority held by the City. VHR activity influences the availability of long-term housing, neighborhood quality, and seasonal population patterns.

The City's VHR policies have undergone substantial changes since the invalidation of Measure T in 2025, resulting in two major ordinances adopted in 2025 and 2026.

2025 VHR Ordinance

Adopted July 17, 2025, the 2025 ordinance reestablished VHRs in residential areas following the court's invalidation of Measure T. Key provisions included:

- A 150-foot spacing requirement between single-family VHRs outside the Tourist Core.
- Monthly issuance of up to 150 new permits.
- VHRs allowed in the Tourist Core without spacing restrictions.

- Operational requirements, including noise monitoring, parking limits, and a three-violation revocation rule.
- Requirement for a local property manager for VHRs in residential neighborhoods.

This ordinance represented a transitional regulatory framework intended to restore VHR operations while limiting neighborhood impacts.

2026 VHR Ordinance

Adopted April 23, 2026, the 2026 ordinance replaced the 2025 framework with a more comprehensive, long-term regulatory system. Key changes included:

- Establishment of a 900-permit cap for VHRs in residential zones.
- Elimination of the 150-foot spacing rule, shifting from geographic dispersion to numerical control.
- Condominiums made eligible for VHR permits for the first time, subject to Homeowners' Association (HOA) approval.
- Introduction of a minimum renter age of 25.
- Strengthened operational and reporting requirements, including room-night reporting.
- Requirement that applicants own the property prior to applying for a permit.
- Continued prohibition on commercial events and retention of the local property manager requirement.

The 2026 ordinance reflects a shift toward a capacity-based and compliance-focused regulatory model.

As mentioned previously, some individuals and families resort to renting motel rooms rather than renting residential units when they cannot save enough money for refundable security deposits (typically two months' rent for damages or unpaid rent), or if they have a poor rental history and are unable to compete for a rental. At weekly room rental rates ranging between $322 and $3,493 per week (or $1,288 to $13,972 monthly) depending on the season and motel, the motel rate can cost more than an equivalent market-rate studio residential unit, making it difficult to save the money needed to break out of the motel-room cycle. Units are sometimes overcrowded, either with families or sometimes with seasonal workers stretching their housing dollars by "hot bedding" (the practice of sharing a unit with others who work opposite shifts such that there is always someone sleeping in the bed).

However, for some motel residents, motel living is a lifestyle choice. These residents may prefer to live in motels because of amenities such as maid service and the ease of paying a single bill each month. Others may be mentally or physically disabled and prefer a less independent style of living offered at motels with cleaning services and other basic amenities. Also, some of the residents live and work at the same motel.

4.3.4.3 Overcrowded Housing

Overcrowding is a measure of the capacity of the housing stock to adequately accommodate residents. Too many individuals living in a housing unit with inadequate space and number of rooms can result in unhealthy living arrangements, as well as accelerated deterioration of the housing stock. The concept of

overcrowding is partly determined by cultural preferences. In the United States, housing providers typically consider a household as overcrowded if there is more than one person per room or two persons per bedroom. When calculating the number of people per room, bathrooms and kitchens are excluded. "Extreme overcrowding" is defined as more than 1.5 persons per room. This definition of overcrowding does not consider the size of a dwelling unit or bedroom or the practice of extended family living that is common in some cultures.

Overcrowding can result when the cost of available housing with a sufficient number of bedrooms for larger families exceeds the family's ability to afford such housing, or when unrelated individuals share dwelling units due to high housing costs. Table 4-15 shows the number of persons per room for renter- and owner-occupied housing units in South Lake Tahoe and El Dorado County. Of the city's occupied housing units in 2024, approximately 2.4 percent were extremely overcrowded, compared to 0.8 percent in El Dorado County. Extreme overcrowding occurred more in rental housing than owner-occupied housing in South Lake Tahoe similar to El Dorado County. Overall, there was a 1.3-percentage point increase in extreme overcrowding from 2017, when 1.1 percent of the city's households were extremely overcrowded. The City has observed an increase in overcrowding as housing prices rose since the COVID-19 pandemic.

TABLE 4-15
OVERCROWDED HOUSING
South Lake Tahoe and El Dorado County
2017 and 2024

Persons per Room	South Lake Tahoe				El Dorado County			
	Rental Units		Owner Units		Rental Units		Owner Units	
	#	%	#	%	#	%	#	%
2017								
1 or less	4,425	92.3%	4,015	98.3%	15,386	95.4%	51,239	98.6%
1.01 to 1.50	322	6.7%	26	0.6%	589	3.7%	544	1.1%
1.51 or more	49	1.0%	45	1.1%	161	1.0%	165	0.3%
TOTAL	**4,796**	**100.0%**	**4,086**	**100.0%**	**16,136**	**100.0%**	**51,948**	**100.0%**
TOTAL OVERCROWDED	**442, 5.0%**				**1,459, 2.1%**			
2024								
1 or less	4,223	91.1%	4,701	96.2%	16,417	94.7%	57,896	98.4%
1.01 to 1.50	206	4.4%	164	3.4%	556	3.2%	675	1.1%
1.51 or more	205	4.4%	20	0.4%	368	2.1%	273	0.5%
TOTAL	**4,634**	**100.0%**	**4,885**	**100.0%**	**17,341**	**100.0%**	**58,844**	**100.0%**
TOTAL OVERCROWDED	**595, 6.3%**				**1,872, 2.5%**			

Source: US Census, ACS 2020-2024 5-Year Estimate, 2017, ACS 5-Year Estimate.

4.3.4.4 Household Size

Table 4-16 summarizes average household size and number of persons per housing unit for South Lake Tahoe and El Dorado County in 2024. According to the ACS, the proportion of households occupied by one person in South Lake Tahoe (34.0 percent) was larger than the proportions of one-person households in El Dorado County (23.4 percent). Households with two to four people made up 60.3 percent of all households in South Lake Tahoe in 2024. This proportion was lower in the city than in El Dorado County (68.2 percent). Renter-occupied households had a slightly higher proportion of one-person households (39.3 percent) and households with five or more people (5.8 percent) than owner-occupied households (29.0 percent and 5.7 percent, respectively). Owner-occupied households had a higher proportion of households with two to four people (65.4 percent) than renter households (55.1 percent).

TABLE 4-16
HOUSEHOLD SIZE BY TENURE
South Lake Tahoe and El Dorado County
2024

	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
Owner-Occupied				
1 Person	1,416	29.0%	12,033	20.4%
2-4 People	3,193	65.4%	41,968	71.3%
5 + Persons	276	5.6%	4,843	8.2%
TOTAL	4,885	100.0%	58,844	100.0%
Renter-Occupied				
1 Person	1,820	39.3%	5,824	33.6%
2-4 People	2,547	55.0%	9,967	57.5%
5 + Persons	267	5.8%	1,550	8.9%
TOTAL	4,634	100.0%	17,341	100.0%
Total Households				
1 Person	3,236	34.0%	17,857	23.4%
2-4 People	5,740	60.3%	51,935	68.2%
5 + Persons	543	5.7%	6,393	8.4%
TOTAL	9,519	100.0%	76,185	100.0%

Source: US Census, 2020-2024 ACS 5-Year Estimate.

4.3.5 Development Trends

As the next section describes, housing prices have increased significantly in the last few decades, and it is true that people are no longer building 860-square-foot "Tahoe cabins." Developers find higher profitability in the upper-end ownership market than in first-time homebuyer market and rental market, causing builders to focus on that market in their speculative development.

However, the City's method of distributing 30.0 percent of the limited market-rate residential allocations it receives from TRPA to new multifamily units ensures that multifamily housing is also constructed. In the

past, these units tended to be used for smaller multifamily rental housing (typically four units or fewer with two bedrooms per unit) or small individual ownership condominiums that can benefit the first-time homebuyer. This new construction adds diversity to what would likely otherwise be aging multifamily rental housing stock.

4.3.5.1 Housing Conditions

The US Census provides limited data that can be used to make inferences about the condition of South Lake Tahoe's housing stock. For example, the ACS reports on whether housing units have complete plumbing and kitchen facilities. Since less than 1.0 percent of all housing units in South Lake Tahoe were lacking either complete plumbing facilities or complete kitchen facilities in 2024 (see Table 4-17), these indicators do not reveal much about overall housing conditions. It should be noted that this data does not include single-room occupancy (SRO) units, most of which do not have complete kitchens, and may not fully capture permanent supportive housing (PSH) units.

Housing stock age and condition are generally correlated, so one variable in the ACS that provides an indication of housing conditions is the age of a community's housing stock. Table 4-17 shows the median year built and the decade built for owner-occupied and renter-occupied housing units in South Lake Tahoe and El Dorado County in 2024. As shown in the table, South Lake Tahoe's housing stock is older than El Dorado County housing stock. Over 73.0 percent of South Lake Tahoe's housing units were built before 1980, compared to 44.7 percent for El Dorado County. With Tahoe's climate, older houses require more investment to keep them properly maintained.

TABLE 4-17
AGE OF HOUSING STOCK AND HOUSING STOCK CONDITIONS
South Lake Tahoe and El Dorado County
2020–2024 Estimate

Total Occupied Housing Units	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
Built 2020 or later	110	0.7%	1,297	1.4%
Built 2010 to 2019	610	3.7%	5,600	5.9%
Built 2000 to 2009	930	5.6%	15,150	16.0%
Built 1990 to 1999	1,152	6.9%	12,970	13.7%
Built 1980 to 1989	1,580	9.5%	17,321	18.3%
Built 1970 to 1979	5,318	31.9%	21,154	22.3%
Built 1960 to 1969	3,456	20.7%	10,020	10.6%
Built 1950 to 1959	2,615	15.7%	5,628	5.9%
Built 1940 to 1949	579	3.5%	2,505	2.6%
Built 1939 or earlier	312	1.9%	3,008	3.2%
TOTAL	**16,662**	**100.0%**	**94,653**	**100.0%**
Median Year Built	1973	-	1984	-
Units Lacking Complete Plumbing Facilities	19	0.1%	154	0.2%
Units Lacking Complete Kitchen Facilities	75	0.5%	184	0.2%

Source: US Census, ACS, 2020-2024, 5-Year Estimates.

4.3.5.2 2019 Housing Conditions Survey

In 2019, the City of South Lake Tahoe contracted with a consulting firm to evaluate the amount of existing housing stock needing rehabilitation and replacement. The housing conditions survey was modeled after the HCD Sample Housing Survey[4] with additional features such as fire safety defensible space and drainage. The survey included 4,009 units, compared to 5,166 units surveyed in 2002. The survey findings present a snapshot of all the neighborhoods across the city surveyed; these samples are not necessarily representative of each sub-area or of the city as a whole. While the city has not prepared an updated windshield survey, based on conversations with the City's building department and code enforcement, the city believes the 2019 data is still representative of the current housing conditions.

4.3.5.2.1 Survey Methodology

The 2019 Housing Conditions Survey used the DOF E-5 Population and Housing Estimates for Cities (January 2019), and it was determined that South Lake Tahoe had a total of 15,831 housing units. The survey sample size was at least 25.0 percent of the total housing stock in each neighborhood. Of the 4,009 units surveyed, 75.0 percent were single-family units, 13.0 percent were multifamily housing units, 4.0 percent were condominiums, 5.0 percent were mobile homes, 4.0 percent were SRO units, and less than 1.0 percent were "other" types of housing, including senior housing and multiple residences on one property. While neighborhoods were identified prior to field surveys, no individual housing structures were specifically targeted to ensure that no bias was involved in the final count. The only exception to this were SROs that City staff had indicated a need to observe all SROs within South Lake Tahoe. Housing units in all six census tracts in South Lake Tahoe were surveyed and each neighborhood contributed between 10.0 and 26.0 percent of the total units surveyed.

Information on housing conditions was conducted on a parcel-by-parcel basis and in accordance with the requirements of California Government Code Section 65583.[5] Data was collected through a "windshield survey," a drive-by assessment of exterior housing conditions. While a drive-by inspection can determine if a housing unit needs a new foundation, roof, or paint, it cannot identify substandard interior conditions, such as faulty plumbing or wiring. By assessing the condition of the exterior electrical box, however, a correlation between substandard interior conditions and a damaged or faulty electrical box can be made. Housing units that require exterior rehabilitation often require interior rehabilitation as well.

The survey noted the following housing characteristics: address, address visibility, appearance of vacancy, structure type, construction type, frontage improvements, curbs, roof gutters, sidewalks, driveway, adequate site drainage, garage, garage type, defensible space, types of defensible space issues, type of siding, foundation, roofing, side condition, windows, landscaping, and condition of driveway. Housing conditions were evaluated based on a point rating system devised by HCD. Each unit was rated with a numbered assessment based on the condition of six exterior conditions (foundation, windows, roofing, siding, landscaping, and condition of driveway). "Electrical" from the HCD survey was removed from the final survey as it was determined to be difficult to accurately score electrical boxes/conditions from the road during a windshield survey. The total point score for the six rated conditions comprises the total rating for

[4] https://www.hcd.ca.gov/community-development/building-blocks/housing-needs/housing-stock-characteristics/docs/samplehousingconditionsurvey.pdf.

[5] https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=3.&article=10.6.

each housing unit. Based on the total point score, each unit was categorized as sound; needing minor rehabilitation, moderate rehabilitation, or substantial rehabilitation; or dilapidated (infeasible to rehabilitate).

4.3.5.2.2 Survey Results

Of the six Census tracts surveyed, Tract 303.01 (primarily consisting of the Tahoe Sierra neighborhood, also known as Sierra Tract) was found to have the highest incidence (0.5 percent of all units surveyed within the same tract) of units in need of moderate or substantial repairs and/or dilapidated homes. Tract 304.02 (which includes the Bonanza, Barton, and Gardner Mountain neighborhoods) and Tract 304.01 (which includes the Tahoe Keys and the Tahoe Island neighborhoods) each had 0.1 percent units in need of moderate or substantial repairs and/or dilapidated homes of all units surveyed within the same tract. Table 4-18 summarizes the overall structural score for all housing units surveyed in South Lake Tahoe as of the 2019 Housing Conditions Survey and Table 4-19 lists housing conditions by structural issues.

TABLE 4-18
OVERALL STRUCTURAL SCORE
South Lake Tahoe
2019

Score	Total Units	Percentage
Sound	3,809	95.0%
Minor Repairs Needed	151	3.8%
Moderate Repairs Needed	44	1.1%
Substantial Repairs Needed	3	0.1%
Dilapidated	2	0.1%
TOTAL	**4,009**	**100%**

Source: Michael Baker International, 2019, Housing Conditions Survey.

TABLE 4-19
HOUSING CONDITIONS BY STRUCTURAL ISSUE
South Lake Tahoe
2019

Structural Issue	Units	Percentage
Driveway fair, poor, or needs replacement	1,754	48.0%
Siding needing paint, repair, or replacement	391	10.0%
Landscaping with weeds, trash, poorly maintained or needs replacement	286	7.0%
Roof needing repair or replacement	193	5.0%
Foundation needing repair or installation	65	2.0%
Windows needing repair or replacement	22	0.1%
TOTAL	**2,711**	**--**

Source: Michael Baker International, 2019, Housing Conditions Survey.
Note: % of total is based on the total number of homes surveyed that has that type of structure. The % of total is based on the total repairs or replacement needed.

Foundation Condition

The building foundation bears the load of the building, isolates it from ground moisture, and anchors the structure to ensure safety during earthquakes. Of the units surveyed, three structures had no foundation, and six structures had a partial foundation. In addition, 65 housing units (2.0 percent of the units surveyed) had foundation issues. Mobile homes were excluded from scoring in this category since they typically do not have foundations.

Roofing Condition

Damaged roofs contribute to the deterioration of the interior and exterior of a housing unit, and 193 units (5.0 percent) of all units surveyed needed roof repairs. The most common issue was missing shingles. Seven units needed roof replacement, while 40 units needed re-roofing. Of the roofs in need of replacement, the large majority had wood-shingle roofs.

Siding Condition

The most common siding type is wood, or a combination of wood and another siding type. The most common issues found with siding was the need to repaint the exterior, which correlates to the wood siding type due to the cold climate conditions in South Lake Tahoe. Of the housing units surveyed, 391 units (10.0 percent) have siding repairs needed, of those, 24 units (0.6 percent) needed siding replaced entirely. The 24 housing units that needed replacement and painting of their siding spanned most housing types, excluding condominiums because they typically have HOAs that maintain elements such as siding. The largest percentage (32.0 percent) of housing units that need siding replacement and painting are in Tract 303.01.

Window Condition

Only 1.0 percent (22 units) of all housing units surveyed had any issues with windows. Of those, only three needed windows replaced.

Landscaping Condition

While landscaping was not part of the HCD Sample Survey, the City reviewed landscaping conditions as another component that can affect housing conditions. Many of the housing units surveyed in South Lake Tahoe opted to keep their landscaping natural (i.e., pine trees, indigenous brush), which is categorized as "maintained/natural landscaping." An overgrowth of weeds, or combustible material/vegetation within 10 feet of the structure is categorized as "poorly maintained/weeds/trash." Overall, 7.0 percent of the housing units surveyed had landscaping issues, with 1.4 percent that were poorly maintained or needed replacement. The bulk of these housing units were almost evenly divided between Tract 303.01 (23 housing units) and Tract 304.02 (22 housing units).

Driveway Condition

Weather plays a large part in a housing unit's driveway conditions. Extreme cold weather can accelerate erosion of materials, such as asphalt, cement, and brick. Of all the scored conditions of the housing units surveyed, driveways had the highest occurrence of issues. Of the 4,009 housing units surveyed, 3,630 (91.0 percent) had paved driveways. There were 1,754 units (48.0 percent) whose driveways had issues - either some cracks, large cracks, or major repairs needed.

4.3.5.3 Housing Affordability

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by HCD. Table 4-20 shows the median household income for various sized households in the county in 2025. The median income for a four-person household in El Dorado County was $120,800. Overall, the median household income in South Lake Tahoe was $82,002 and $108,845 for the county based on data from the ACS 2020-2024 5-Year Estimates.

TABLE 4-20
MEDIAN HOUSEHOLD INCOME BY HOUSEHOLD SIZE
El Dorado County
2025

	El Dorado County
	Median Income
1-Person Household	$84,550
2-Person Household	$96,650
3-Person Household	$108,700
4-Person Household	**$120,800**
5-Person Household	$130,450
6-Person Household	$140,150
7+ Person Household	$149,800

Source: HCD 2025 Income Limits.

4.3.5.4 Housing Cost Burdens

HCD calls for an analysis of the proportion of "lower-income" households "overpaying for housing." Lower-income households are defined as those that earn 80.0 percent or less of the AMI. This is a share of income approach to measure housing affordability in terms of the percentage of income that a household spends on its housing.

An assessment of housing cost burdens requires that information about household size be combined with information on household income for each household individually. HUD creates a special Census tabulation for use in Consolidated Plans.[6] The data in this section uses this Comprehensive Housing Affordability Strategy (CHAS) data from HUD's State of the Cities Data Systems website.

A "moderate cost burden" is defined by HUD as gross housing costs between 31.0 and 50.0 percent of gross income. A "severe cost burden" is defined as gross housing costs exceeding 50.0 percent of gross income. For renters, gross housing costs include rent paid by the tenant plus utilities. For owners, housing costs include mortgage payment, taxes, insurance, and utilities.

[6] The Comprehensive Housing Affordability Strategy (CHAS) data file is a detailed tabulation of the decennial Census sponsored by HUD. It includes extensive data on a variety of physical and financial housing characteristics and needs categorized by HUD-defined income limits (30, 50, and 80 percent of area median income) and HUD-specified household types. As with the long form in the decennial Census, CHAS indicators are estimates based on a sample of households. These special tabulation data are used by local governments for housing planning as part of the Consolidated Planning process and by HUD for various allocation formulas to distribute funds to localities.

Income groups are shown in the CHAS tabulation based on the HUD-adjusted AMI. The AMI is based on the Sacramento MSA, encompassing El Dorado, Placer, Sacramento, and Yolo Counties. In 1974, Congress defined "low income" and "very low income" for HUD rental programs as incomes not exceeding 80.0 and 50.0 percent, respectively, of the area median family income, as adjusted by HUD.[7]

Table 4-21 shows the CHAS special tabulation data from the 2018–2022 Census ACS regarding the percentage of lower-income households with a housing cost burden greater than 30.0 percent and greater than 50.0 percent by tenure and for extremely low-income households with a cost burden greater than 50.0 percent in South Lake Tahoe.

TABLE 4-21
HOUSING COST BURDEN BY HOUSEHOLD INCOME CLASSIFICATION
South Lake Tahoe
2022

	South Lake Tahoe		
	Owners	Renters	Total
Household Income ≤ 30% MFI (Extremely Low Income [ELI])			
Total ELI households in jurisdiction	405	1,205	1,610
Number of lower-income households w/ cost burden > 30%	350	1,100	1,450
Percentage w/ cost burden > 30%	86.4%	91.3%	90.1%
Number of ELI households w/ cost burden > 50%	300	915	1,215
Percentage w/ cost burden > 50%	74.1%	75.9%	75.5%
Household Income < 80% MFI (Lower Income)			
Total LI households in jurisdiction	1,515	3,330	4,845
Number of lower-income households w/ cost burden > 30%	925	2,350	3,275
Percentage w/ cost burden > 30%	61.1%	70.6%	67.6%
Number of lower-income households w/ cost burden > 50%	570	1,310	1,880
Percentage w/ cost burden > 50%	37.6%	39.3%	38.8%
Total Lower-Income Households with Cost Burden	**1,515**	**3,330**	**4,845**
Percentage of Total Lower-Income Households with Cost Burden	**100.0%**	**100.0%**	**100.0%**
Total Households with Cost Burden	**1,275**	**2,565**	**3,840**
Percentage of Total Households with Cost Burden	**31.8%**	**50.2%**	**42.1%**

Source: CHAS, 2018-2022, CHAS Data.

[7] Statutory adjustments now include upper and lower caps for areas with low or high ratios of housing costs to income and, for each non-metropolitan county, a lower cap equal to its state's non-metropolitan average. Estimates of the median family income and the official income cutoffs for each metropolitan area and non-metropolitan county are based on the most recent decennial Census results and are updated each year by HUD. Each base income cutoff is assumed to apply to a household of four, and official cutoffs are further adjusted by household size: one person, 70 percent of base; two persons, 80 percent; three persons, 90 percent; five persons, 108 percent; six persons, 116 percent; etc.

Approximately 75.5 percent of extremely low-income households had a housing cost burden greater than 50.0 percent in 2022. In all three of the lower-income categories (extremely low-income, very low-income, and low-income households), 67.6 percent had a cost burden greater than 30.0 percent and 38.8 percent had a cost burden greater than 50.0 percent. The percentage of renters with this cost burden was higher than owners in both categories (extremely low-income and lower incomes combined). Cost burdens affect a large number of South Lake Tahoe residents. Of all city households, 42.1 percent were cost burdened in 2022.

Table 4-22 shows the number of households by tenure that has any housing problems according to the 2018-2022 ACS-based CHAS database. A housing problem includes conditions such as lack of kitchen or plumbing, more than one person per room, or a cost burden greater than 30.0 percent of the AMI by income category. As shown in Table 4-22, housing problems are experienced by the majority of extremely low- and very low-income households. Overall, 2,400 households (84.2 percent) of the total very low- and extremely low- income households reported having any of the housing problems. Of extremely low- and very low-income owners, 72.1 percent reported having any housing problem, and 88.14 percent of renter-occupied households also experienced any of the housing problems.

TABLE 4-22
HOUSING PROBLEMS BY HOUSEHOLD INCOME CLASSIFICATION
South Lake Tahoe
2022

	South Lake Tahoe		
	Owners	Renters	Total
Household income ≤ 30% AMI with any housing problem	350	1,120	1,470
Household income > 30% ≤ 50% AMI with any housing problem	155	775	930
Percentage of households (≤50% AMI) with any housing problem	72.1%	88.1%	84.2%

Source: 2018-2022 CHAS.

4.3.5.5 Ability to Pay for Housing

The following section compares 2025 income levels and ability to pay for housing with actual housing costs. Housing is classified as "affordable" if households do not pay more than 30.0 percent of income for payment of rent (including a monthly allowance for water, gas, and electricity) or monthly homeownership costs (including mortgage payments, taxes, and insurance). Since above moderate-income households do not generally have problems locating affordable units, affordable housing is usually defined as units that are reasonably priced for low- and moderate-income households. The following list shows the definition of housing income limits as they are applied to housing units in El Dorado County, including South Lake Tahoe.

- **Acutely Low-Income Unit:** Affordable to households whose combined income is at or lower than 15.0 percent of the median income for South Lake Tahoe, as established by HUD.

- **Extremely Low-Income Unit:** Affordable to households whose combined income is between the floor set at the minimum Supplemental Security Income and 30.0 percent of the median income for South Lake Tahoe as established by HUD (using El Dorado County statistics).
- **Very Low-Income Unit**: Affordable to households whose combined income is at or lower than 50.0 percent of the median income for South Lake Tahoe as established by HUD.
- **Low-Income Unit**: Affordable to a household whose combined income is at or between 51.0 and 80.0 percent of the median income for South Lake Tahoe as established by HUD.
- **Median-Income Unit:** Affordable to a household whose combined income is at or between 81.0 and 100.0 percent of the median income for South Lake Tahoe as established by HUD. Note that HCD defines the median income as 100.0-percent AMI.
- **Moderate-Income Unit**: Affordable to a household whose combined income is at or between 81.0 and 120.0 percent of the median income for South Lake Tahoe as established by HUD.
- **Above Moderate-Income Unit**: Affordable to a household whose combined income is above 120.0 percent of the median income for South Lake Tahoe as established by HUD.

According to HCD, the median family income for a four-person household in El Dorado County was $120,800 in 2025. Income limits for larger or smaller households were higher or lower, respectively, and are calculated using a HUD formula. The income limits are shown in Table 4-23.

TABLE 4-23
HCD INCOME LIMITS BASED ON PERSONS PER HOUSEHOLD
El Dorado County
2025

Income Categories	Persons per Household				
	1	2	3	4	5
Acutely Low Income	$12,650	$14,500	$16,300	$18,100	$19,550
Extremely Low Income	$27,050	$30,900	$34,750	$38,600	$41,700
Very Low Income	$45,450	$51,450	$57,900	$64,300	$69,450
Low Income	$72,050	$82,350	$92,650	$102,900	$111,150
Median Income	$84,550	$96,650	$108,700	**$120,800**	$130,450
Moderate Income	$101,450	$115,950	$130,450	$144,950	$156,550

Source: HCD FY 2025 El Dorado County Income Limits.

The HCD income limits for acutely low-, extremely low-, very low-, and low-income households are used to determine if households qualify for certain housing programs, including the Section 8 Housing Choice Voucher program. It is important to note that the median income in South Lake Tahoe is significantly lower than the income used to establish the income limits applied by HCD. At the time of the 2020-2024 Census

ACS, South Lake Tahoe's median family income was $105,750, compared to $132,976 for El Dorado County.[8]

Table 4-24 shows the 2025 HCD household income limits for El Dorado County by the number of persons in the household for the lower five income categories discussed previously. The table also shows maximum affordable monthly rents and maximum affordable purchase prices for homes. For example, a three-person household was classified as low-income (80.0 percent of median) with an annual income of up to $92,650 in 2025. A household with this income could afford to pay a monthly gross rent (including utilities) of up to $2,316 or to purchase a house priced at or below $233,500.

TABLE 4-24
ABILITY TO PAY FOR HOUSING BASED ON HCD INCOME LIMITS
El Dorado County
2025

Acutely Low-Income Households at 15% of 2025 Median Family Income						
	Studio	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**5 BR**
Number of Persons	1	2	3	4	5	6
Income Level	$12,650	$14,500	$16,300	$18,100	$19,550	$21,000
Max. Monthly Gross Rent[1]	$316	$363	$408	$453	$489	$525
Max. Purchase Price[2]	$45,000	$52,000	$58,000	$65,000	$70,000	$75,000
Extremely Low-Income Households at 30% of 2025 Median Family Income						
	Studio	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**5 BR**
Number of Persons	1	2	3	4	5	6
Income Level	$27,050	$30,900	$34,750	$38,600	$41,700	$44,800
Max. Monthly Gross Rent[1]	$676	$773	$869	$965	$1,043	$1,120
Max. Purchase Price[2]	$68,200	$78,000	$87,700	$97,300	$111,100	$127,300
Very Low-Income Households at 50% of 2025 Median Family Income						
	Studio	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**5 BR**
Number of Persons	1	2	3	4	5	6
Income Level	$45,450	$51,450	$57,900	$64,300	$69,450	$74,600
Max. Monthly Gross Rent[1]	$1,136	$1,286	$1,448	$1,608	$1,736	$1,865
Max. Purchase Price[2]	$113,600	$129,700	$146,000	$162,100	$175,100	$188,000
Low-Income Households at 80% of 2025 Median Family Income						
	Studio	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**5 BR**
Number of Persons	1	2	3	4	5	6
Income Level	$72,050	$82,350	$92,650	$102,900	$111,150	$119,400
Max. Monthly Gross Rent[1]	$1,801	$2,059	$2,316	$2,573	$2,779	$2,985

[8] The 2020-2024 ACS estimate of median family income is $105,750 and the 2025 HCD Income Limit estimate of median household income for a family of four is $120,800. For the sake of the analysis in this section, a comparison between the City and County data from the same source (2020-2024 ACS) is more accurate. However, the State has approved the 2025 HCD Income Limits, so that data source is used as the primary estimate of median household income in this Housing Element.

Max. Purchase Price[2]	$181,600	$207,500	$233,500	$259,400	$280,100	$300,900
Moderate-Income Households at 120% of 2025 Median Family Income						
	Studio	**1 BR**	**2 BR**	**3 BR**	**4 BR**	**5 BR**
Number of Persons	1	2	3	4	5	6
Income Level	$101,450	$115,950	$130,450	$144,950	$156,550	$168,150
Max. Monthly Gross Rent[1]	$2,536	$2,899	$3,261	$3,624	$3,914	$4,204
Max. Purchase Price[2]	$273,700	$312,900	$351,900	$391,100	$422,400	$470,500

Sources: HCD FY 2025 El Dorado County Income Limits; PlaceWorks, 2026.

[1] *Assumes that 30% of income is available for either monthly rent, including utilities; or mortgage payment, taxes, mortgage insurance, and homeowners' insurance.*

[2] *Maximum housing purchase prices are based on the following assumed variables: a down payment that is 10% of the total cost, 1.2% annual property taxes, and 30-year fixed-rate mortgage at 7.00% annual interest rate.*

Table 4-25 shows HUD-defined fair-market rent levels (FMR) for El Dorado County in 2026. In general, the FMR for an area is the amount that would be needed to pay the gross rent (shelter rent plus utilities) of privately owned, decent, safe, and sanitary rental housing of a modest (non-luxury) nature with suitable amenities.[9] HUD uses FMRs for a variety of purposes: FMRs also determine the eligibility of rental housing units for the Housing Choice Voucher (HCV) program, HCV program participants cannot rent units whose rents exceed the FMRs, and FMRs also serve as the payment standard used to calculate subsidies under the Rental Voucher program.

As stated previously, a three-person household classified as low income (80.0 percent of median) with an annual income of up to $92,650 could afford to pay $2,316 monthly gross rent (including utilities). The 2026 FMR for a two-bedroom unit in El Dorado County was $2,255. Therefore, a low-income household at the top of the income range could afford to rent a unit at the FMR level, assuming that such a unit is available for rent.

However, a three-person household classified as very low income (50.0 percent of median) with an annual income of up to $57,900 could afford to pay only $1,448 for monthly gross rent. This household could not afford the FMR of $2,255 for a two-bedroom unit nor the FMR of $1,832 for a one-bedroom unit. Households with incomes below 50.0 percent of the median would have even less income to spend on rent.

As previously stated, given the disparity between the median incomes of El Dorado County and South Lake Tahoe, the HUD-defined income limits and FMR for the county are not entirely accurate indicators of the rents that low-income residents in South Lake Tahoe can afford.

[9] According to HUD, "the level at which FMRs are set is expressed as a percentile point within the rent distribution of standard-quality rental housing units. The current definition used is the 40th percentile rent, the dollar amount below which 40 percent of the standard-quality rental housing units are rented. The 40th percentile rent is drawn from the distribution of rents of all units occupied by recent movers (renter households who moved to their present residence within the past 15 months). Public housing units and units less than 2 years old are excluded."

TABLE 4-25
HUD FAIR MARKET RENT
El Dorado County
2026

Bedrooms in Unit	Fair-Market Rent (FMR)
Studio	$1,748
1 Bedroom	$1,832
2 Bedrooms	$2,255
3 Bedrooms	$3,002
4 Bedrooms	$3,460

Source: HUD User Data Sets: 2026 FY FMR

4.3.5.6 Housing Costs

4.3.5.6.1 Average Monthly Rents

Typical rents in South Lake Tahoe have been increasing. The seasonal nature of the Lake Tahoe workforce leads to considerable turnover of housing units in the city. With frequent turnover in units, landlords are able to raise rents more easily and more often than if the residents stayed for longer periods. This pattern of "unit hopping," combined with the lack of new rental unit development, has allowed the cost of rental housing to increase much faster than local workers' incomes.

Table 4-26 shows the median contract rents and median gross rents for households in South Lake Tahoe and El Dorado County at the time of the 2020-2024 Census ACS. The split between gross rent (which includes all utilities payments) and contract rent (the amount paid to the property manager) can differ among areas not just because of different utility prices, but also because contract rents may or may not include utilities, while gross rents always do. For most housing analysis, comparing gross rents rather than contract rents is a better choice since gross rents are a more comprehensive measure of renters' costs and using it ensures that the same housing cost components are included for all renters.

The median gross rent in 2024 for South Lake Tahoe was $1,606. As shown in Table 4-26, the median contract rent in South Lake Tahoe in 2024 ($1,450) was about the same as El Dorado County ($1,452). The median gross rent in South Lake Tahoe in 2024 ($1,606) was lower than the county ($1,715). While rents were slightly more affordable in South Lake Tahoe, median incomes in the city were lower than incomes in El Dorado County, as discussed previously.

TABLE 4-26
MEDIAN CONTRACT RENT AND MEDIAN GROSS RENT
South Lake Tahoe and El Dorado County
2024

	South Lake Tahoe	El Dorado County
Median contract rent	$1,450	$1,452
Median gross rent	$1,606	$1,715

Source: US Census, 2020-2024, ACS 5-Year Estimates.

It should be noted that South Lake Tahoe's median rent levels shown in Table 4-26 are not influenced by the large number of seasonal homes, some of which are vacation rentals. While some data sources, such as the American Housing Survey, estimate the contract rents of vacant units, rents on vacant units from the Census are unavailable and are therefore excluded.

Table 4-27 shows the average monthly rents for 2026 for apartments and homes in South Lake Tahoe. These current average rents were estimated based on rental listings in March 2026. Most rents do not include utility costs. Average monthly rents for units that are studios to two bedrooms are lower than the HUD FMR shown in Table 4-25, but monthly rents for 3 and 4 bedrooms are higher than HUD FMR figures. At these rent levels, an average one-bedroom rental ($1,670 monthly rent) would likely be affordable (depending on utility costs) to a two-person low-income household (can afford $2,059 monthly rent and utilities).

Unlike the cost of homeownership in South Lake Tahoe, rents are more affordable to households with median and low incomes; however, market rents are still out of reach to individuals and families with very low incomes. As shown in Table 4-24, an extremely low-income family of four can afford to spend a maximum of $965 for monthly rent and utilities. The average rent for a three-bedroom apartment or house ($3,516) is over three times the affordable price limit for an extremely low-income family.

TABLE 4-27
AVERAGE RENTS
South Lake Tahoe
2026

Number of Bedrooms	Average Rent	Range	Number of Listings
Studio	$1,141	$1,000 to $2,200	10
1 Bedroom	$1,670	$1,095 to $2,450	13
2 Bedrooms	$1,955	$1,574 to $2,400	13
3 Bedrooms	$3,516	$1,826 to $7,500	14
4 Bedrooms	$4,662	$2,800 to $8,820	8
5 Bedrooms	$6,050	$3,800 to $9,900	4

Source: Zillow.com, Listings for South Lake Tahoe, March 1 through May 1, 2026.

4.3.5.6.2 Value of Homes Sold

Table 4-28 summarizes the median sales prices for single-family homes sold in South Lake Tahoe each year between 2013 and 2026. Since 2013, housing prices have more than doubled, and the average home price in 2021 was $599,000 and in 2022 was $721,000. The significant annual percentage change in median sales prices between 2020 and 2022 can be attributed to housing market volatility during the COVID-19 pandemic. Since 2022, housing prices have remained relatively consistent.

TABLE 4-28
MEDIAN SALES PRICE OF SINGLE-FAMILY HOMES
South Lake Tahoe
2013–2026

Year	Median Sales Price	% Change[1]
2013	$254,500	3.2%
2014	$334,000	31.2%
2015	$350,000	4.8%
2016	$370,000	5.7%
2017	$425,000	14.9%
2018	$449,000	5.6%
2019	$475,000	5.8%
2020	$475,000	0.0%
2021	$599,000	26.1%
2022	$721,000	20.4%
2023	$710,000	-1.5%
2024	$699,000	-1.5%
2025	$700,000	0.1%
2026	$695,000	-0.7%

1. Percentage change is over a 12-month period, with all sales prices occurring in March in the corresponding year.
Source: South Tahoe Association of REALTORS® Multiple Listing Service

Table 4-29 shows the median listing prices by number of bedrooms for single-family homes on the market in March 2026. The majority of single-family homes on the market during this time had between two and four bedrooms. The median listing price for two-bedroom single-family homes in March 2026 was $502,500. The median listing price for three-bedroom homes was $785,000 and $969,500 for four-bedroom homes in March 2026.

Almost all homes were out of the price range of what moderate-income families of all sizes in South Lake Tahoe can afford in 2026. For example, the medium listing price for a two-bedroom house in 2026 was $502,500, while the maximum purchase price for a family of three with moderate income was $351,900 in 2025. Larger homes of four or more bedrooms were also out of the price range of many larger families in South Lake Tahoe. For example, a low-income family of five could afford a maximum purchase price of $280,100, and a moderate-income family of five could afford a maximum purchase price of $422,400.

TABLE 4-29 MEDIAN LISTING PRICE BY NUMBER OF BEDROOMS South Lake Tahoe 2026		
Number of Bedrooms	**Median Listing Price**	**Number of Listings**
1	$399,000	13
2	$502,500	24
3	$785,000	37
4	$969,500	24
5	$1,099,000	11
6+	$2,298,000	7

Source: Redfin.com. Search of homes listed in South Lake Tahoe, March 27, 2026.

Table 4-30 shows the median sales price of single-family homes in the Lake Tahoe area in March 2026. As shown in Table 4-30, the median sale price in South Lake Tahoe in that time frame was $695,000. Prices in the North Lake Tahoe area were nearly 58 percent greater than those in South Lake Tahoe, with a median sale price of $1,100,000. El Dorado County median home prices were slightly higher than South Lake Tahoe at $710,000.

TABLE 4-30 MEDIAN SALES PRICE OF SINGLE-FAMILY HOMES Lake Tahoe Area 2026		
Area	**Median Sales Price**	**% Difference from South Lake Tahoe**
South Lake Tahoe	$695,000	-
North Lake Tahoe Area	$1,100,000	58.3%
El Dorado County	$710,000	2.2%
California	$855,300	23.1%

Source: Lee, Trudi, 2026, January 13, 2026 North Lake Tahoe Real Estate Market Report, https://www.northtahoehomes.com/2026-north-lake-tahoe-real-estate-market-report/; Redfin El Dorado County and California Housing Market Reports for March 2026.

4.3.5.7 Existing Housing Needs

Under state housing element requirements, housing needs are defined in three categories: existing needs, needs of special groups within the community, and projected needs over the next eight-year housing element planning period. Projected housing needs are the total additional housing units required to adequately house a jurisdiction's projected population over the housing element planning period in units that are affordable, in standard condition, and not overcrowded. These needs, therefore, include those of the existing population, as well as the needs of the additional population projected to reside in the jurisdiction.

4.3.5.7.1 Special Housing Needs

Within the general population, there are several groups of people who have special housing needs. These needs can make it difficult for members of these groups to find suitable housing. The following subsections discuss these special housing needs of seven groups identified in state housing element law (California Government Code, Section 65583[a][7]): "elderly, persons with disabilities (including those with developmental disabilities), extremely low-income households, large families, farmworkers, families with female heads of household, and families and persons in need of emergency shelter." In addition to these seven groups, the section also discusses the needs of students and seasonal employees, and tourist-based employees. Where possible, estimates of the population or number of households in South Lake Tahoe falling into each group are shown. When such information is unavailable for South Lake Tahoe, estimates for El Dorado County are shown.

4.3.5.7.2 Homeless Persons

Those who are homeless or at risk of becoming homeless have varying housing needs. Some require emergency shelter, while others require other assistance to enable them to become productive members of society. Some are just passing through, while others are long-time residents. Often, there is crossover between one "special-needs" population group and another. For example, the seasonal and transient nature of much of the workforce may contribute to the potential for homelessness. Female heads of household may become homeless due to domestic violence. In each instance, the point of contact for addressing their homelessness is the problem that made them homeless.

Homelessness is usually the result of multiple factors that converge in a person's life. The combination of loss of employment and the inability to find a job because of the need for retraining leads to the loss of housing for some individuals and families. For others, the loss of housing is due to chronic health problems, physical disabilities, mental health disabilities, or drug and alcohol addictions, along with an inability to access the services and long-term support needed to address these conditions.

The housing needs of homeless persons are more difficult to measure and assess than those of any other population subgroup. Since these individuals have no permanent address, they are less likely to be counted in the Census. However, HUD mandates the PIT count that requires every Continuum of Care to count all unsheltered individuals and families every two years and sheltered individuals and families every year. Homeless persons are also unlikely to have stable employment, which makes housing opportunities limited. There are currently no homeless shelters in South Lake Tahoe, but there have been emergency winter motel voucher programs for adults and youth. In addition, the Tahoe Coalition for the Homeless purchased three properties through HomeKey in 2020, of which, all three properties are used for permanent supportive housing for people experiencing homelessness. Most of the current homeless population often uses motel rooms or camping for their permanent residence.

In 2026, the El Dorado Opportunity Knocks Continuum of Care (EDOK CoC) conducted both a sheltered and unsheltered PIT count on the night spanning January 28–29. "Sheltered homelessness" refers to individuals experiencing homelessness who reside in emergency shelters, transitional housing, or Safe Haven programs during the count. A total of 278 people were experiencing homelessness countywide, including 147 people experiencing sheltered homelessness (113 in emergency shelter and 34 in transitional housing) and 131 people experiencing unsheltered homelessness. Of the people surveyed, 64 individuals were identified as experiencing chronic homelessness. Due to the inclement winter weather in South Lake

Tahoe, it is conceivable that the city's summertime population of homeless residents is higher, but the wintertime count is the only available data.

TABLE 4-31
HOMELESSNESS
El Dorado County[1]
2026

Status	Total Homeless (all ages)
Total Homeless	**278**
Total Sheltered	147
Total Unsheltered	131
Total Chronically Homeless	64
Total Chronically Sheltered	43
Total Chronically Unsheltered	21

Source: El Dorado County, 2026, Point-in-Time Count Report, El Dorado Opportunity Knocks.

All governmental services for homeless individuals or families in South Lake Tahoe are provided by El Dorado County. However, the City applied for and was awarded $505,632 in CDBG funds in April 2021 to assist Tahoe Coalition for the Homeless (TCH) with rehabilitation of the Bear's Den Inn, one of the HomeKey properties that provides permanent supportive housing to people experiencing homelessness. In August 2024, the City awarded TCH an additional $1,286,038 in CDBG funds for the rehabilitation of Bear's Den Inn, bringing the total investment to $1,791,670. As of early 2026, 12 units are operational under a temporary certificate of occupancy, serving 12 clients, with renovations ongoing. Once complete, the Bear's Den Inn will provide 22 units, and TCH will operate 72 total units across its three properties.

TCH previously provided an overnight winter emergency shelter in South Lake Tahoe, which was closed because of state restrictions on congregate spaces related to COVID-19 and no longer had funds to maintain the shelter. In response to the closure, TCH obtained CARE and HomeKey funds to purchase three motels in South Lake Tahoe to offer a non-congregate option, and their three properties, the Bear's Den Inn, Red Lodge, and Bird's Nest, now provide permanent supportive housing, with a total of 72 units once all renovations are finalized. In addition to its permanent housing, TCH operates a 16-bed Medical Respite Shelter, which includes three daily meals, and on-site case management. TCH has also added new programs, including rapid re-housing, a domestic violence rental assistance program (ARISE), and street outreach services. El Dorado County opened its first navigation center in Placerville in February 2024, operated by Volunteers of America, providing short-term shelter for up to 60 individuals. The Navigation Center is in a temporary location and will close in 2027. The new Navigation Center will be constructed and cater to families and participants will be required to opt into services. EDOK CoC contracted with the City and TCH for emergency motel vouchers (Shelter Pass) during the 2025–2026 winter. Tahoe Youth and Family Services also contracts with the EDOK CoC to provide motel vouchers to Transitional Age Youth during the winters. TCH also provides scheduled access to shower and hygiene facilities, a community computer, telehealth services, and a mailing address for qualifying individuals. TCH is sometimes able to make referrals to shelters or assistance programs, such as Salvation Army in Carson City or Reno. These referrals serve people who are not California residents (with identification from another state). Table 4-32 identifies facilities serving people experiencing homelessness in El Dorado County.

TABLE 4-32
HOMELESS FACILITIES
El Dorado County[1]
2024

Facility Type	Total Beds (excluding Seasonal)
Emergency Shelter (TCH – South Lake Tahoe)	16
Emergency Shelter (El Dorado Navigation Center – Placerville)	60
Transitional Housing	71
Rapid Re-Housing	70
Permanent Supportive Housing	39
Other Permanent Housing	92
Total	346

[1] *Numbers are provided for the El Dorado Opportunity Knocks Continuum of Care.*

Source: HUD FY 2023 Housing Inventory Count, El Dorado County CoC (CA-525); Volunteers of America El Dorado Navigation Center, 2024; Tahoe Coalition for the Homeless, 2025.

The Permanent Supportive Housing Project, administered by El Dorado County Behavioral Health, is a grant-funded program that provides eligible individuals with affordable housing assistance coupled with supportive services to ensure successful integration into the community. Residents are expected to pay a portion of their income toward rent and utilities, and for those in the County's Transitions Treatment Program, participate in house meetings to assign chores, discuss housing issues, create goals, and maintain their housing. Eligible individuals are also offered supportive services provided through Behavioral Health or a contracted provider. The supportive services may include, but are not limited to, mental health assessments, linkage to mental health/physical health/substance use disorder providers, outreach, crisis intervention, forensic support, training and teaching on life skills, transportation, and supports for landlords or contractors who are collaborating with El Dorado County to provide housing. This also may include funds to purchase housing units to provide permanent supportive housing to seriously mentally ill homeless individuals.

El Dorado County Behavioral Health also administers the Goods and Services to Promote Positive Mental Health and Reduce Mental Health Risk Factors Project: a grant-funded program focused on providing goods and services that will aid in preventing serious mental illness/emotional disturbance by promoting mental health, reducing mental health risk factors, and intervening in the early stages of mental illness. Goods and services can include transportation assistance, motel/hotel/rent payments, emergency food purchases, and more. This project serves to reduce the negative outcomes of untreated mental illness, including homelessness.

El Dorado County Health and Human Services can also provide some assistance to homeless families, but not to individuals. Programs specific to women are addressed under the Single Female-Headed Households section of this document.

Various local-serving organizations are working to ensure that all residents in the South Lake Tahoe community have enough to eat through their weekly food programs. Other agencies that provide services to the homeless in South Lake Tahoe are:

- **Meals on Wheels.** The City of South Lake Tahoe Senior Center operates the Meals on Wheels program for senior nutrition services. Individuals 60 and older can stop by the Senior Center Monday through Friday from 11:30 a.m. to 12:15 p.m. for a hot meal at a suggested $3 donation, or call in advance and order to go. The Meals on Wheels program continues to serve approximately 80 seniors with hot meals delivered Monday through Friday.

- **Christmas Cheer.** Christmas Cheer provides food to those in need, at 1120 Third Street on Tuesday through Thursday, with Wednesdays reserved for disabled veterans. It receives donations from local supermarkets, including Raley's Supermarket, Whole Foods, and Grocery Outlet, and the community. Because many of Christmas Cheer's clients are homeless or living in campgrounds or motels, bags with food items that do not require cooking are also available.

- **Bread & Broth.** Bread & Broth is operated by the parish of St. Theresa's. The program receives funding from community donations and grants. Bread & Broth serves a hot meal every Monday and Friday in the evening and provides "giveaway" bags with canned and fresh food. St. Theresa's also offers a Bread & Broth 4 Kids program, which provides weekend bags of food for school-aged children identified as food insecure by school staff. Bags are distributed at all four elementary schools, the middle school, and the high school. Tot food bags are also provided at five local childcare centers that serve local low-income families, as well as at Catalyst Community. Over the summer, the program also provides food bags for all children under the age of 18, available for pick-up on Wednesdays at St. Theresa's. Bread & Broth does not generally help with shelter; however, it can assist with clothing and household items from The Attic, Barton Health's no-cost clothing and food distribution program (formerly a thrift shop; retail operations ended in 2023), and gas vouchers.

- **Welfare to Work.** The Welfare to Work program is operated by the California Work Opportunity and Responsibility to Kids (CalWORKs) program. It is an employment and training program, and it has a housing component; however, it is difficult to get into the program.

- **South Lake Tahoe Family Resource Center.** The South Lake Tahoe FRC provides basic need services, educational opportunities, family advocacy, and bilingual counseling to South Lake Tahoe residents. FRC operates as one of the only consistent food banks in the area, serving approximately 1,000 regulars per month and 500 "unique" individuals (only accessing one service or one point-in-time). They also provide drop-in hours in collaboration with Tahoe Coalition for the Homeless in English and Spanish to conduct intake.

- **Tahoe Youth and Family Services.** Tahoe Youth and Family Services (TYFS) have been serving local youth and families in the community, specifically focusing on homeless youth. They provide supportive services and housing, mental health counseling, substance abuse treatment, and street outreach.

- **Vista Rise Collective.** Vista Rise is a community service nonprofit providing shelter, counseling, housing assistance, and advocacy for survivors of domestic violence, sexual assault, and child abuse. Services include a 24/7 crisis line, a confidential 10-bed safe house (typical stay of 30–90 days), transitional housing for up to six individuals (6 months to 1 year), a Housing First program,

trauma-informed therapy, and community education. Many of their clients are at-risk or experience homelessness.

- **Other Programs.** Other organizations and programs that serve the homeless population of South Lake Tahoe include the El Dorado County Food Bank. The El Dorado County Food Bank is a nonprofit organization formed in August 2000. In an average year, El Dorado County Food Bank procures and distributes over 3 million dollars of emergency food assistance to communities throughout the county. Tahoe Youth & Family Services provides temporary shelter care for runaway/homeless youth.

While there are a number of services available to homeless residents of South Lake Tahoe, there is a lack of year-round emergency housing. The three HomeKey properties provide permanent supportive housing with a total of 72 units once all renovations at the Bear's Den Inn are finalized. As of early 2026, 12 units at the Bear's Den Inn are operational under a temporary certificate of occupancy, with renovations ongoing. In addition, TCH operates a year-round 16-bed medical respite. The City partnered with TCH for the 2025–2026 Winter Emergency motel voucher program. Motel vouchers may provide some relief for homeless residents seeking shelter from harsh winter weather; however, based on conversations with local volunteer service providers, there is a need for an additional emergency shelter capacity in, or near, the city. During warmer summer months, many of the city's homeless residents camp on California Tahoe Conservancy and US Forest Service land, despite continuous efforts from TCH to relocate and house these residents, increasing the threat of wildfires and damages to the natural environment.

4.3.5.7.3 Farmworkers

Farmworkers tend to have lower incomes because of their lower-paying nature of work. Specific data on the number of farmworkers in a community is not systematically collected; as a result, it is difficult to assess the precise needs of this group. According to the 2022 United States Department of Agriculture (USDA) Census of Agriculture, 1,270 persons were employed in farming, forestry, and fishing occupations in El Dorado County. Because there is no commercial agricultural activity within South Lake Tahoe or its surroundings, South Lake Tahoe's "farmworkers" are likely people who own or work fishing charters, have tree removal businesses, or are employed by the Forest Service, California Division of Forestry, or California Conservation Corps.

As shown in Table 4-33, the 2022 USDA Census of Agriculture reported 305 farmworkers who worked more than 150 days annually in El Dorado County. Approximately 965 farmworkers worked less than 150 days annually in El Dorado County. Although there is no real estimate of the number of farmworkers in South Lake Tahoe, due to the dominant local industries and weather and climate conditions, it is likely that there are not many living in the city, and therefore the city does not have a need for farmworker housing.

TABLE 4-33 FARMWORKERS El Dorado County and California 2022		
	El Dorado County	California
Hired farm labor (farms)	266	26,053
Hired farm labor (workers)	1,270	372,134
Workers by days worked - 150 days or more	305	205,171
Workers by days worked - Less than 150 days	965	166,963

Source: USDA, 2022, USDA Census of Agriculture.

Farmworkers have special housing problems due to seasonal income fluctuations, very low incomes, and substandard housing conditions. Housing that is targeted to very low-income households serves seasonal farmworkers. Seasonal farmworkers as well as other immigrant service workers are less likely to have their families with them, although some migrant workers come with their families if they feel they can locate suitable housing. Many workers are Latino immigrants. Due to border security with Mexico, it is believed that more immigrant workers are remaining in the area year-round with their families, since it is more difficult to travel across the border in both directions.

Housing for farmworkers should be affordable and flexible. Bunk-style housing with bathrooms and kitchens is adequate, particularly if it is built so that if a family needs to stay in group quarters, there is a way to provide privacy. For seasonal farmworkers, housing needs to be affordable at extremely low incomes and provide large units to accommodate larger families. Therefore, the type of housing needed for seasonal farmworkers and other immigrant service workers does not differ from the type of housing needed by other very low-income households.

4.3.5.7.4 Persons with Disabilities

This special-needs group includes individuals that have mobility impairments, self-care limitations, or other conditions that may require special housing accommodations or financial assistance. Such individuals can have a number of special needs that distinguish them from the population at large:

- Individuals with mobility difficulties (such as those who use wheelchairs) may require special accommodations or modifications to their homes to allow for continued independent living. Such modifications are often called “reasonable modifications.”
- Individuals with disabilities that prevent them from operating a vehicle may require proximity to services and access to public transportation.
- Individuals with self-care limitations (which can include persons with mobility difficulties) may require residential environments that include in-home or on-site support services, ranging from congregate to convalescent care. Support services can include medical therapy, daily living assistance, congregate dining, and related services.
- Individuals with developmental disabilities and other physical and mental conditions that prevent them from functioning independently may require assisted care or group home environments.

- Individuals with disabilities may require financial assistance to meet their housing needs because typically a higher percentage are low income compared to the population at large, and their special housing needs are often more costly than conventional housing. Many live on Supplemental Security Income (SSI), which is currently $1,233.94/month for those living independently as of 2026. Further, there is an even greater scarcity of low-income housing that is barrier-free. Newer Tahoe housing tends to construct larger homes within regional land coverage limitations, making stairs and multiple levels commonplace, rather than implementing universal design concepts.

SSI, administered by the Social Security Administration, is a needs-based program that pays monthly benefits to persons who are 65 or older, blind, or have a disability. Seniors who have never worked or have insufficient work credits to qualify for Social Security Old Age, Survivors, or Disability Insurance often receive SSI benefits. In fact, SSI is the only source of income for a number of low-income seniors. With the maximum monthly benefit of $1,233.94 as of 2026, SSI recipients are likely to have difficulty finding housing that fits within their budgets.

Some people with mobility and/or self-care limitations live with their families, who can assist in meeting housing and daily living needs. In South Lake Tahoe, the majority of clients of the Alta California Regional Center (for persons with developmental disabilities) fit into this category. A segment of the disabled population, particularly low-income and retired individuals, may not have the financial capacity to pay for necessary accommodations or modifications to their homes. In addition, even those able to pay for special housing accommodations may find limited availability in the city.

As shown in Table 4-34, in 2024, there were approximately 1,324 persons, or 9.5 percent of the total population, living with a disability in South Lake Tahoe. Of the disabled population, about 40.0 percent were over the age of 65. There were also 761 disabled persons age 18 to 64 who were employed, while 35 disabled persons in the same age range were unemployed.

TABLE 4-34
PERSONS WITH DISABILITY BY EMPLOYMENT STATUS
South Lake Tahoe and El Dorado County
2024

	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
Age 18-64, Employed Persons with a Disability	761	5.4%	4,132	3.8%
Age 18-64, Not Employed Persons with a Disability	35	0.3%	535	0.5%
Persons Aged 65 Plus with a Disability	528	3.8%	5,001	4.6%
TOTAL PERSONS WITH A DISABILITY	1,324	9.5%	9,668	8.9%
TOTAL POPULATION (CIVILIAN, NON-INSTITUTIONAL)	**13,994**	**100.0%**	**109,231**	**100.0%**

[1] *Note that the total persons with a disability is not a sum of the categories in this table because there are people under 18 not included in this table.*

Source: US Census, 2020-2024 ACS 5-Year Estimate.

Senate Bill (SB) 812 requires the City to include the needs of individuals with a developmental disability within the community in the special housing needs analysis. According to Section 4512 of the Welfare and Institutions Code, a developmental disability means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

Table 4-35 shows information from the 2020-2024 ACS on the types of disabilities by age group in South Lake Tahoe and El Dorado County. As shown in the table, there were 2,583 disabilities reported for South Lake Tahoe residents, and 24,191 for El Dorado County residents. Some residents may have more than one disability, so those numbers are not representative of the total people with disabilities. For South Lake Tahoe, the most common disability for people under 65 years old and for people 65 years old or above was ambulatory difficulty. For El Dorado County, the most common disability for people under 65 years old was cognitive difficulty and the most common disability for people over 65 years old or above was ambulatory difficulty.

TABLE 4-35
PERSONS WITH DISABILITIES BY DISABILITY TYPE
South Lake Tahoe and El Dorado County
2024

Disability Type	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
Total Disabilities	2,583	100.0%	24,191	100.0%
Total Disabilities for Ages 18-64	1,324	51.3%	9,668	40.0%
Hearing Difficulty	170	12.8%	1,770	18.3%
Vision Difficulty	172	13.0%	1,263	13.1%
Cognitive Difficulty	490	37.0%	4,607	47.7%
Ambulatory Difficulty	506	38.2%	3,240	33.5%
Self-Care Difficulty	175	13.2%	1,091	11.3%
Total Disabilities for Ages 65 and over	1,028	39.8%	12,942	53.5%
Hearing Difficulty	477	46.4%	6,095	47.1%
Vision Difficulty	203	19.7%	1,833	14.2%
Cognitive Difficulty	194	18.9%	3,188	24.6%
Ambulatory Difficulty	568	55.3%	7,247	56.0%
Self-Care Difficulty	156	15.2%	2,373	18.3%
Independent Living Difficulty	299	29.1%	4,951	38.3%

Source: US Census, 2020-2024 ACS 5-Year Estimate.

Several facilities in El Dorado County assist people with disabilities. The Alta California Regional Center, with a field office in South Lake Tahoe, is a coordinating agency for group homes and other housing options assisting the developmentally disabled population. As of 2026, the State Department of Developmental Services provides community-based services to over 450,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Alta California Regional Center (ACRC) is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families. The regional center supervises a network of 21 residential-care facilities in northern and central California, and in June 2024, served an estimated 34,140 persons, with less than 1 percent of those clients (at least 341 persons) served in South Lake Tahoe. Program 4-2 commits the City to working with housing providers to address the housing needs for special-needs groups, including those with developmental disabilities.

Eight adult residential care facilities are in El Dorado County, and one, Sky Forest Acres, is within South Lake Tahoe. Adult residential care facilities, a type of community care facility, typically provide 24-hour nonmedical care for persons aged 18 to 59 who are unable to provide for their own daily needs. Located close to public transportation, shopping, restaurants and other amenities, Sky Forest Acres provides 18 wheelchair-accessible one and two-bedroom units for adults with disabilities. Adults may have physical disabilities, developmental disabilities, or mental health disabilities. In addition, El Dorado County has two facilities for adult day care, neither of which are in South Lake Tahoe. Adult day care facilities typically provide programs for frail seniors, developmentally disabled, and/or mentally disabled clients.

Table 4-36 shows the number of residents by age group in South Lake Tahoe and El Dorado County who have a developmental disability. In total, less than 143 people had a developmental disability in South Lake Tahoe in 2026. This population makes up 1.0 percent of the total population. El Dorado County had a similar percentage of population with a developmental disability at 1.6 percent. The largest age group in South Lake Tahoe was 17 years or younger, with 0.6 percent of the developmentally disabled population.

TABLE 4-36
POPULATION WITH A DEVELOPMENTAL DISABILITY
South Lake Tahoe and El Dorado County
2026

Age	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
17 years or younger	<83	0.6%	<853	0.8%
18+ years	<70	0.5%	<900	0.8%
Total Developmental Disability Population	<143	1.0%	<1,753	1.6%
Total Population	13,994	100.0%	109,231	100.0%

Source: Alta California Regional Center, May 2026.

Many developmentally disabled persons can live and work independently in a typical housing arrangement. Severely developmentally disabled persons may require a group living situation with supervision on-site. Table 4-37 shows the population in South Lake Tahoe with developmental disabilities, as reported by the Alta California Regional Center. As identified in Table 4-37, a majority of the county's population with

developmental disabilities live in the area associated with the 96150 zip code (South Lake Tahoe), which has a population of at least 134 persons. Table 4-37 provides information about developmentally disabled persons' places of residence and where they are in South Lake Tahoe and the surrounding area. The predominant residence type is the home of a parent or guardian.

TABLE 4-37
DEVELOPMENTALLY DISABLED RESIDENTS BY RESIDENCE TYPE
South Lake Tahoe
2026

Zip Code	Home of Parent / Family / Guardian	Independent/ Supported Living	Community Care Facility	Intermediate Care Facility	Foster / Family Home	Other	Total
96150	121	13	0	0	0	0	134
96151	5	0	0	0	0	0	5
96155	1	0	0	0	0	0	1
96156	0	0	0	0	0	0	0
96158	3	0	0	0	0	0	3

Source: Alta California Regional Center, 2026.

Disabled persons often require special housing features to accommodate physical limitations. Some disabled persons may experience financial difficulty in finding suitable housing due to the cost of modifications to meet their daily living needs or may have difficulty in finding appropriate housing near places of employment. Although the California Administrative Code (Title 24) requires that all public buildings be accessible to the public through architectural standards such as ramps, large doors, and restroom modifications to enable handicap access, not all available housing units have these features due to the age of the structures and building code requirements at that time. There are additional types of physical and design modifications that may be necessary to accommodate various types of disabilities.

Nationally, a growing number of architects and developers are integrating universal design principles into their buildings to increase the accessibility of the built environment. The intent of universal design is to simplify design and construction by making products, communications, and the built environment usable by as many people as possible without the need for adaptation or specialized design. The City adopted the Residential Development and Design Standards in 2021, which clearly and precisely establishes the basic objective site and structure regulations that apply to all housing developments. All projects must meet the standards listed in the Residential Development and Design Standards and the standards in the Citywide Design Standards and the Parking, Driveway, and Loading Space Standards in Chapters 6.10 and 6.55 of the City Code and the Sign Standards in Chapter 6.40 of the City Code. Land coverage limitations encourage builders to build multiple-story homes to reduce the building footprint. Applying the principles of universal design to new construction in South Lake Tahoe, in addition to the regulations specified in the Americans with Disabilities Act (ADA) and California Building Code (CBC) will increase the opportunities in housing and employment for everyone. Policy 4-5 calls for the City to incorporate universal design standards for new construction and rehabilitation projects. Furthermore, studies have shown the access features integrated into the design of new facilities in the early conceptual stages increase costs less than 1/2 of 1 percent in most developments.

The following are the seven principles of universal design, as outlined by the Center for Universal Design:

- **Equitable Use** - The design is useful and marketable to people with diverse abilities.
- **Flexibility in Use** - The design accommodates a wide range of individual preferences and abilities.
- **Simple and Intuitive** - Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- **Perceptible Information** - The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- **Tolerance for Error** - The design minimizes hazards and the adverse consequences of accidental or unintended action.
- **Low Physical Effort** - The design can be used efficiently and comfortably with minimum fatigue.
- **Size and Space for Approach and Use** - Appropriate size and space is provided for approach, reach, manipulation, and use regardless of the user's body size, posture, or mobility.

The Aspens project, a 48-unit housing project targeted specifically for very low-income households, was completed in 2014. The project, which incorporates many universal design elements, was a joint effort between the City and Pacific West Communities. One unit is a moderate-income manager's unit. There are also six Mental Health Services Act units within the project. The other 47 one-, two-, and three-bedroom units are close to a bus stop, amenities, and open space and have access to an on-site computer center. This housing opportunity assisted in addressing an unmet need for the lower-income population in South Lake Tahoe.

Sugar Pine Village is the most recent and largest affordable housing development that expanded the efforts of housing affordability regionally. The initial phases of the project, which included 128 affordable apartments, were completed in September 2024 and July 2025. The third phase of the project is completed and the lease up date is in September 2026. The project will have a total of 248 affordable units. It was developed in partnership between Related California and St. Joseph Community Land Trust as a result of Governor Gavin Newsom's Executive Order N-06-19 to utilize excess State-owned land for affordable housing development in response to California's acute housing crisis. The project incorporates universal design principles throughout the development, including accessible building entrances, adaptable unit layouts, mobility accommodations, and community-oriented spaces that support residents of varying physical abilities. Located near transit, healthcare services, shopping, and recreational amenities, the project also provides on-site features such as community gathering areas, supportive services access, and connections to daily needs. Sugar Pine Village helps address a critical need for accessible and supportive housing in the South Lake Tahoe community.

4.3.5.7.5 Senior Households

Seniors are defined as persons 65 years and older, and senior households are those households headed by a person 65 years and older. In general, seniors face special housing challenges related to physical (i.e., declining mobility and self-care capabilities) and financial conditions. Some of these challenges are compounded by Tahoe's mountain environment, where snow shoveling or winter driving is dangerous for many seniors. Many older adults, even those owning their own homes, face financial challenges due to

limited incomes from Social Security and other retirement benefits. These older adults may benefit from assistance related to:

- Repair and maintenance, including defensible space and insurance costs and requirements of owned dwelling units.
- Modifications to existing homes to better meet mobility and self-care limitations.
- Additional subsidized housing, as the waiting list for the Tahoe Senior Plaza is up to two years and the waiting list for Kelly Ridge (Tahoe Senior Plaza II) is up to one year.
- Financial assistance to meet rising rental housing costs for those who do not own.
- Supportive services to meet daily needs, such as those provided at assisted care residences.

Table 4-38 shows information on the number of seniors, the number of senior households, and senior households by housing tenure in South Lake Tahoe and El Dorado County in 2017 and 2024. As discussed earlier (and shown previously in Table 4-5, Population Breakdown by Age), the proportion of South Lake Tahoe's senior population is relatively smaller compared to El Dorado County. In 2024, senior households represented 25.7 percent of all households in South Lake Tahoe compared to 36.0 percent in El Dorado County. Both the city and county's 2024 numbers represent an increase of more than three percentage points from the number of senior households in 2017.

Tenure is also important when analyzing the needs of seniors. Older adults typically have the highest rates of homeownership of any age group, and senior households in South Lake Tahoe are no exception, where 17.1 percent of senior households owned their homes in 2024, compared to 51.3 percent of owner-occupied households citywide.

TABLE 4-38
SENIOR POPULATION AND HOUSEHOLDS
South Lake Tahoe and El Dorado County

	2017				2024			
	South Lake Tahoe		El Dorado County		South Lake Tahoe		El Dorado County	
	#	%	#	%	#	%	#	%
Population								
Total Population	**21,680**	**100.0%**	**185,015**	**100.0%**	**21,269**	**100.0%**	**192,823**	**100.0%**
Number of Persons 65 years and older	3,349	15.5%	34,950	18.9%	3,866	18.2%	45,254	23.5%
Households								
Total Households	**8,882**	**100.0%**	**68,084**	**100.0%**	**9,519**	**100.0%**	**76,185**	**100.0%**
Senior-Headed Households	2,151	24.2%	20,676	30.4%	2,445	25.7%	27,429	36.0%
Owner	1452	16.4%	17,717	26.0%	1,626	17.1%	23,639	31.0%
Renter	699	7.9%	2,959	4.4%	819	8.6%	3,790	5.0%

Source: US Census, 2020-2024 ACS 5-Year Estimate.

Data from the El Dorado County HMIS shows a steady increase in the number of seniors served, rising from 250 total adults served in 2020 to 499 in 2025. Within that growth, the share of adults served who are age 65 or older increased from 7 percent in 2020 to 12 percent in 2025. This trend is echoed in the county's PIT sheltered counts, where the number of people age 65 and older in an emergency shelter grew from 10 in 2024 to 23 in 2025, while the number in transitional housing declined slightly from 4 to 3 over the same period.

According to the El Dorado CoC's March 2026 report, 90 people age 65 and older were active on the county's Coordinated Entry By-Name List, with 62 assessed as medium acuity, 25 as high acuity, and nine as low acuity. Of these individuals, 11 were identified as veterans and 31 were experiencing chronic homelessness.

As shown in Table 4-39, most senior households fall within low-income groups. Over 60.0 percent of senior households earn less than $74,999 and most households in this category are considered low-income; 23.1 percent of senior households are considered extremely low income, earning up to $24,999 annually.

TABLE 4-39
SENIOR HOUSEHOLDS BY INCOME GROUP
South Lake Tahoe
2024

Household Income Groups	Number	Percentage
Extremely Low ($0 to $24,999)	566	23.1%
Very Low ($25,000 to $44,999)	452	18.5%
Low Income ($45,000 to $74,999)	479	19.6%
Moderate and Above Moderate ($75,000 or more)	948	38.8%
Total	**2,445**	**100.0%**

Source: US Census, 2020-2024 ACS 5-Year Estimate.

4.3.5.7.6 Large Families/Households

Large families, defined as family households with five or more persons, can have difficulty securing adequate housing because of the need for a larger number of bedrooms (three or more) to avoid overcrowding. Overcrowding is typically defined as more than one person per room or two persons per bedroom, excluding uninhabitable space, such as bathrooms and hallways. Typical problems encountered by large families in El Dorado County include:

- Low-income large families typically need financial assistance to secure affordable housing that meets their space needs.
- It is difficult to find adequate rentals within budget because rentals typically have fewer bedrooms than ownership housing.
- Large families tend to have higher rates of overcrowding and overpaying for housing (housing costs that exceed 30.0 percent of a household's income).

- Many large families are composed of immigrants and/or minorities whose cultural norms include extended families living under one roof. They may face additional housing challenges because of discrimination or limited language proficiency.

In general, housing for families should provide safe outdoor play areas for children and should have convenient access to schools and childcare facilities. These types of needs can pose problems, particularly for large families that cannot afford to buy or rent single-family houses, as apartments and condominium units are most often developed with childless, smaller households in mind. Therefore, for the large families that are unable to rent single-family houses, it is likely that these large renter households are overcrowded in smaller units. When planning for new multifamily housing developments, the provision of three- and four-bedroom units is an important consideration because of the likely demand for affordable, larger multifamily rental units.

As shown previously in Table 4-16, 5.7 percent of all households in South Lake Tahoe had five or more persons in 2024. Of the large households, 276 were owner-occupied households and 267 were renter-occupied households. The percentage of large households in South Lake Tahoe was smaller than the percentage of large households in El Dorado County (5.7 and 8.4 percent, respectively). As shown in Table 4-16 (see previous) and Table 4-40, there are significantly more large ownership housing units (1,068 units with four or more bedrooms) than large ownership households (276 large households), but there are fewer larger renter housing units (134 units) than large renter households (267). Program 1-4 will incentivize the construction of new large rental housing units, and Program 3-9 will provide opportunities for residents to rent larger units currently used as second homes. Therefore, the city will have sufficient housing stock to meet the needs of larger families and households.

TABLE 4-40
HOUSING UNIT SIZES
South Lake Tahoe and El Dorado County
2024

	South Lake Tahoe				El Dorado County			
	Renters		Owners		Renters		Owners	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Total Occupied Units	**4,634**	**100.0%**	**4,885**	**100.0%**	**17,341**	**100.0%**	**58,844**	**100.0%**
No bedrooms	393	8.5%	0	0.0%	787	4.5%	220	0.4%
1 bedroom	1,276	27.5%	199	4.1%	3,459	19.9%	846	1.4%
2 to 3 bedrooms	2,831	61.1%	3,618	74.1%	11,788	68.0%	36,992	62.9%
4 or more bedrooms	134	2.9%	1,068	21.9%	1,307	7.5%	20,786	35.3%

Source: US Census, 2020-2024 ACS 5-Year Estimates.

4.3.5.7.7 Single Female-Headed Households

According to the US Census Bureau, a single-headed household contains a household head and at least one dependent, which could include a child, an elderly parent, or non-related child. Most female-headed households are either single women over the age of 65 or single women with children (mothers or other female relatives caring for children).

Due to generally lower incomes, single female-headed households often have more difficulties finding adequate affordable housing than do families with two adults or male-headed households. Also, female-headed households with small children may need to pay for childcare, which further reduces disposable income. This special-needs group will benefit generally from expanded affordable housing opportunities. More specifically, the need for dependent care also makes it important that housing for female-headed families be near childcare facilities, schools, youth services, medical facilities, and senior services.

Table 4-41 shows female-headed households in South Lake Tahoe and El Dorado County. Of the 4,969 family households in the city in 2024, 863 were female-headed households, or 6.2 percent of the family households in South Lake Tahoe, compared with 5.8 percent in El Dorado County. Of the female-headed households in the city, 307 had children under 18 (11.2 percent of all family households); in the county, there were 3,076 female-headed households with children under 18 (6.0 percent of all family households).

TABLE 4-41
FEMALE-HEADED HOUSEHOLDS
South Lake Tahoe and El Dorado County
2024

	South Lake Tahoe		El Dorado County	
	Number	Percentage	Number	Percentage
TOTAL FAMILY HOUSEHOLDS	**4,969**	**100.0%**	**53,306**	**100.0%**
TOTAL FEMALE-HEADED HOUSEHOLDS	**863**	**6.2%**	**6,253**	**5.8%**
Female-Headed Households with Children under 18	307	11.2%	3,076	6.0%
Female-Headed Households with no Children	556	17.4%	3,177	11.7%

Source: US Census, 2020-2024 ACS 5-Year Estimate.

Vista Rise Collective includes a remodeled 12-bed emergency shelter that provides a temporary safe haven for women and their children who are fleeing domestic violence. Victims of domestic violence may stay at the emergency shelter for up to 90 days.

Clients who successfully complete the emergency shelter program may qualify for transitional housing. The program provides contacts and advocacy to local rental agencies, property managers, and income-based housing options, provides safe housing, and takes care of the client's expenses while they focus on learning new skills and building long-term stability. Housing advocates teach life skills, such as budgeting, reducing bills, finding job opportunities, grocery shopping/meal prep, and creating cleaning schedules. The needs of the community are unique, so each family is approached with their needs in mind. Some clients only need one-time assistance, while others need assistance over the course of a year or two. The goal of Vista Rise Collective is to transition participants to make long-term change, paying full rent and addressing underlying issues preventing financial stability. Transitioning has become increasingly difficult, however, as jobs are

not paying enough to afford market rents in South Lake Tahoe. It is becoming more common to relocate participants out of the area to communities with lower housing costs unless there are strong ties to the South Lake Tahoe community. In addition, the Housing First program aids qualifying community members with rental assistance, costs associated with moving into a new home, utility assistance, furniture costs, and childcare, while teaching budgeting, meal planning, and cleaning standards and practices. Clients receive survivor-driven, trauma-informed peer counseling, guidance, and accompanying resources before, during, and after graduating the program. In all the programs, clients receive intensive, individualized services, including counseling, legal services, and life skills training with the end goal of achieving permanent housing and a violence-free lifestyle.

4.3.5.7.8 Extremely Low-Income Housing Needs

Extremely low-income households are defined as those households making under 30.0 percent of the AMI. Extremely low-income households typically consist of minimum-wage workers, seniors on fixed incomes, the disabled, and farmworkers. This income group is likely to live in overcrowded and substandard housing conditions.

According to HCD, more than 17.6 percent of households in South Lake Tahoe were in the extremely low-income category in 2022. Of those, 10.1 percent were owners and 23.6 percent were renters. As shown in Table 4-42, 91.3 percent of extremely low-income renter households and 86.4 percent of extremely low-income ownership households were overpaying for housing (spending more than 30.0 percent of their income on their housing costs) and 75.9 percent of renters and 74.1 percent of owners, respectively, were severely overpaying for housing (spending more than 50.0 percent of their income on housing costs). Table 4-21 also details cost burdens for extremely low-income households in South Lake Tahoe and El Dorado County. Because of these cost burdens, extremely low-income households may require specific housing solutions, including subsidies, housing with supportive services, SRO units, shared housing, and other solutions. Program 4-2 is proposed to address the needs of extremely low-income households and residents.

TABLE 4-42
EXTREMELY LOW-INCOME HOUSEHOLDS
South Lake Tahoe
2022

	Renters		Owners		Total	
	Count	Percentage	Count	Percentage	Count	Percentage
Total ELI Households	1,205	23.6%	405	10.1%	1,610	17.6%
Percentage with cost burden > 30%	1,100	91.3%	350	86.4%	350	3.8%
Percentage with cost burden > 50%	915	75.9%	300	74.1%	1,215	3.3%

Source: 2018-2022 CHAS.

4.3.5.7.9 Seasonal Employees and Students

South Lake Tahoe's recreation and tourist-based industries rely on a seasonal workforce often comprising college-aged workers. In addition, the local Lake Tahoe Community College (LTCC) serves approximately 7,500 students. The college has 751 full-time students and 3,289 part-time students, primarily either local area residents or residents from adjacent communities. While many of these students grew up in Lake Tahoe and still live with their families, the remaining students that are new to the area must compete for housing in the local housing market.

The younger, seasonal workforce may have a higher tolerance, or may sometimes even favor, more crowded households or SRO dwellings. The "party" atmosphere and easy opportunities for companionship, a ride to the ski hill, and information sharing may make their time at South Lake Tahoe more fun and rewarding. The overcrowding of these housing units takes a toll on the city's housing stock.

Because full-time community college students sometimes do not work, work at lower-paying jobs, or work less than full-time, their ability to compete for housing can be compromised by the lack of income and credit when they go through traditional credit checks at property management companies. Seasonal employees are similarly less competitive for housing units in the local market, as they are unable to commit to longer-term leases. Property owners and managers making a rational decision based on the applicant pool might choose a more stable, long-term renter with a steady source of income. To further complicate matters, these renters are often part of larger non-family households to be able to afford rental housing. Sometimes the members of the household fluctuate. Landlords may prefer a more stable group of renters, such as a traditional family, and may be concerned about wear and tear on their property or may be fearful of it becoming the neighborhood's "party house." Consequently, students and seasonal employees sometimes find that the most willing landlords own the most substandard housing, or they resort to motel room living.

LTCC completed a feasibility study in 2019 to evaluate student housing development options, which identified challenges related to developer financing, market-rate rents, and uncertain student demand. These efforts, driven by LTCC's Measure F bond program, led to LTCC securing a $39.3 million State grant to fund construction of new on-campus housing. LTCC's on-campus housing officially opened in fall 2025. The residence hall offers 100 beds for full-time, income-qualifying students. LTCC also offers near-campus, apartment-style housing options. The City will continue to work with LTCC to address remaining student and faculty housing needs.

4.3.5.7.10 Tourist-Based Employee Housing Needs

Unlike in many other communities, the primary backbone of South Lake Tahoe's economy is the tourist-based service industry. Hotel employees, restaurant workers, casino workers, ski instructors, and boat and bike rental employees play an essential role in the Tahoe Basin's resort economy. Many of these service industry employees earn low wages, and may require rental housing, both year-round and seasonal.

A limited number of employers offer housing for their seasonal employees. The units provided are few compared to the number of employees hired. Vail Resorts, which owns both Heavenly Mountain Resort and Kirkwood Mountain Resort, is the primary provider of employer-sponsored workforce housing in the area. Vail Resorts has expanded its housing capacity and now controls approximately 43 units to house about 147 employees across South Lake Tahoe through a combination of owned properties and long-term master leases on motel properties in South Lake Tahoe. During peak season, employment at Heavenly

Mountain Resort alone can reach approximately 1,500 workers, and Kirkwood up to 950. With the number of employees far exceeding the number of available beds, workers that are not provided a bed in the workforce housing units must find alternative lodging during their stay in Lake Tahoe.

Interestingly, many large employers (on both the California and Nevada sides) have taken to recruiting employees from outside the United States (e.g., Australia, Eastern Europe, Latin America) to make up their seasonal workforce. This is a fairly common practice among many mountain resort towns due to the high number of employees needed. In general, these people must pay for their own visas and find and pay for their own housing. They often find a disparity between the costs of rent compared to the wages they receive.

In addition, Sierra-at-Tahoe and Kirkwood ski resorts are both outside of the Tahoe Basin, in Alpine and unincorporated El Dorado Counties, respectively, within 45 minutes of South Lake Tahoe. Neither resort has a bed base that fully supports their employee requirements. Consequently, South Lake Tahoe is also providing housing for many of these seasonal employees.

In addition to working with the larger ski resort employers (e.g., Kirkwood, Heavenly Mountain Resort, and Sierra-at-Tahoe), the City could work with other employers in the region to create affordable employee housing for full-time city residents and seasonal employees working in tourist-based industries.

4.3.5.7.11 Local Middle-Income Housing Needs

There is another backbone to the South Lake Tahoe community that is lacking housing opportunities in the city. As in any community, police officers, teachers, firefighters, and nurses are key members of the local community. Nationwide, these workers are having difficulty finding safe, affordable homes in the communities that they serve. These households may earn too much to qualify for traditional affordable housing but not enough to afford market-rate homeownership. The housing for these workers is most likely for-purchase attached and detached single-family homes and condominiums. A police officer in South Lake Tahoe earning around $91,000-$110,000 can afford to spend approximately $415,000-$503,000 to purchase a home. With a current 2026 median home sales price of $695,000, a police officer would have difficulty purchasing a home. In South Lake Tahoe, the homes that these workers can afford are often substandard and do not meet their expectations. Many of these middle-income workers commute more than an hour each way from communities outside of the Basin where they can find higher-quality homes that they can afford. These commutes, especially during the harsh Tahoe winters, are not only long but dangerous. During emergency situations, firefighters, police officers, and other emergency response workers living off the mountain have difficulty responding to emergencies in the Tahoe communities that they serve. Teacher turnover is increasing as long commutes encourage teachers to find jobs closer to home.

In South Lake Tahoe, there is a recognized need for middle-income housing, which refers to housing that is affordable for working households that do not qualify for traditional affordable housing and cannot afford market-rate housing in their own community.

4.4 Assessment of Fair Housing

AB 686 requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Under State law, affirmatively furthering fair housing means "taking meaningful actions, in addition to combatting discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

To comply with AB 686, the City of South Lake Tahoe (City) has completed the following outreach and analysis.

4.4.1 Outreach

As discussed in the Public Participation section of the Housing Element, the City hosted three in-person community workshops, a general community workshop, a Spanish-language workshop at the Family Resource Center's Cafecitos meeting, and a business community workshop to which they invited community members, stakeholders, planning commissioners, and other interested parties. In an effort to reach all segments of the community for these workshops, the City advertised the events in the local newspaper, follow-up emails with stakeholders and community leaders, flyers posted at various public facilities, Facebook posts, Twitter feeds, and Newsflash broadcasting on the City's website and emailed to subscribers. Flyers were distributed in English and Spanish to increase accessibility for all residents. At each workshop, the City provided an overview of the Housing Element update and solicited public input on the element and process. Comments emphasized the need for smaller, more affordable housing units and prioritizing maintaining workforce housing rates at an affordable level rather than supporting construction of more housing for above moderate-income households. The City provides all public meeting advertisements, City Council agendas, and Planning Commission agendas in both English and Spanish. The City has included Program 5-4 to conduct targeted outreach to underrepresented and underserved populations to encourage them to participate in the planning process and apply to committees, as they are formed.

The City also conducted one-on-one consultation meetings with housing advocates, housing and service providers, and community organizations who serve the general public and special-needs groups. As with the workshops, the purpose of these consultations was to solicit direct feedback on housing needs, barriers to fair and affordable housing, and opportunities for development from all community groups, not just those who are able to attend the study session and public hearings. The primary concerns that stakeholders raised related to fair housing included:

- A severe shortage of rental housing that is affordable to the workforce;
- Low service industry wages that have not kept pace with increasing home prices; and
- Rising home prices that result in a declining rental stock.

The issues raised by stakeholders identified barriers to fair housing in the form of housing mobility opportunities and market trends that lead to displacement of low- and moderate-income households. The

collection process for this qualitative data is described in greater detail in the Public Participation section of this Housing Element.

El Dorado County Fair Housing does not track fair housing complaints overall due to staffing and funding shortages, but the fair housing provider still provides the opportunity for the public to submit their complaint before referring them to the Department of Consumer Affairs, Legal Services of Northern California or to El Dorado County Senior Legal Services. When the City receives calls on the Housing Hotline related to fair housing issues they refer the callers to Legal Services of Northern California to address the complaints.

The local data and knowledge gathered during the workshops and consultations was used to inform this assessment of fair housing issues, reveal barriers to fair housing, and identify factors that contribute to these issues (Table 4-45). In an effort to gather ongoing local input and data and to encourage all residents to participate in planning processes, the City has included Program 5-4 to meet annually with fair housing providers to discuss local fair housing issues and concerns, offer translation services to improve accessibility for all residents, conduct targeted outreach to underrepresented groups, and meet with service providers for special-needs and underrepresented groups.

4.4.2 Fair Housing Issues

California Government Code Section 65583(c)(10)(A)(ii) requires the City to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk. According to the 2026 California Tax Credit Allocation Committee (TCAC)/California Department of Housing and Community Development (HCD) Opportunity Maps, South Lake Tahoe does not include any areas of high segregation or poverty (Figures 4-4A and 4-4B). TCAC identifies areas within the city limits of South Lake Tahoe as primarily Moderate Resource across most of the city. The central portion of the city (Tract 303.02) and the western area (Tract 304.03) carry High Resource designations, as does the northeastern edge of the city (Tract 316.01). The majority of remaining tracts within city limits carry Moderate Resource designations. There are no Low Resource or Lowest Resource tracts within city limits. However, census tracts that are largely outside of the city limit and are designated as High Resource do overlap with South Tahoe High School and small areas of Conservation and Recreation along city boundaries. The remainder of these High Resource tracts are national forest land outside of the city limit, including areas such as Washoe Meadows State Park. While the Moderate Resource designations within the city may reflect a relatively lower level of access to opportunity compared to the High Resource designations in the city's core, the High and Highest Resource designations outside the city limit do not accurately reflect conditions in those areas. Some of the indicators included in TCAC and HCD's methodology to determine the final resource designation include high levels of employment and in close proximity to jobs, access to effective educational opportunities for both children and adults, low concentration of poverty, and low levels of environmental pollutants, among others. These indicator scores decrease as the level of designation decreases until Low Resource areas, which typically have limited access to education and employment opportunities and may have poor environmental quality. Starting in the 2025 analysis, some of the methodology was updated to raise the population density floor used to assign resource categories, specifically to address concerns that sparsely populated rural block groups consisting primarily of open space, agricultural land, or national forest were receiving High Resource designations unsuitable for affordable housing development. This threshold however only applies to block groups that are predominantly uninhabited open space. Block groups that overlap city boundaries and include a mix of residential development and adjacent national forest land may still receive High or

Highest Resource designations. For example, Washoe Meadows State Park is designated as High Resource; however, this area has no housing, jobs, or other resources that should qualify it as such. After careful review, the City has confirmed that while there may be varying degrees of access to resources within the city (see Sites Inventory Analysis), all areas within the city limit have greater access to employment and educational resources than outside of the city limit.

In addition to the sites analysis, the City also individually analyzed several factors, described in the sections that follow, to assess patterns that may further fair housing issues independently of resource area categorization and has identified actions to combat these. "High-opportunity areas," as described throughout this assessment and its associated programs (see Table 4-45), are those that have one or more of the following conditions: a concentration of employment opportunities, strong public transit or pedestrian infrastructure, access to high performing educational facilities, positive environmental conditions, generally good housing conditions, or low rates of overpayment and overcrowding compared to other areas of the city. The indicators that contribute to high-opportunity areas are those that are discussed in Section 4.4.2.2, Access to Opportunity, and Section 4.4.2.3, Disproportionate Housing Need and Displacement Risk. In contrast, the indicators analyzed in Section 4.4.2.1, Patterns of Integration and Segregation, identify existing conditions and historic trends as they relate to socioeconomic status.

The following maps and analysis rely on data provided at the Census Tract and Block Group levels by various State and federal agencies, including the TCAC and HCD,[10] and 2018-2022 ACS,[11] the US Smart Location Database,[12] and the California Office of Environmental Health Hazard Assessment (OEHHA).[13] It is worth noting that all of the data presented visually and analyzed quantitatively is only available at the Census Tract and Block Group levels and, therefore, may not necessarily apply to all neighborhoods within the tract or block. With the exception of TCAC resource area maps, the maps presented in this assessment were generated by the City using data provided through HCD's AFFH Data Viewer, a standardized mapping tool developed by HCD for use in fair housing analyses. The data years reflected in these maps may differ from those used in the Housing Needs Assessment (HNA) section of this Housing Element. A reference map identifying the census tract boundaries and numbers cited throughout this assessment is provided as Figure 4-4. TCAC/HCD resource area designations by region and local area are shown in Figures 4-5A and 4-5B.

4.4.2.1 Patterns of Integration and Segregation

Income

Since 2014, the percentage of South Lake Tahoe residents who earn an income below the federal poverty line has decreased throughout most of the city, except for the area east of Ski Run Boulevard. In this area, the percentage of the population below the poverty line remained relatively stable but saw a notable decrease in other neighborhoods. Despite the appearance of more stable incomes, South Lake Tahoe

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[10] State of California Office of the State Treasurer, 2026, *CTCAC HCD Opportunity Area Maps*, https://www.treasurer.ca.gov/ctcac/opportunity.

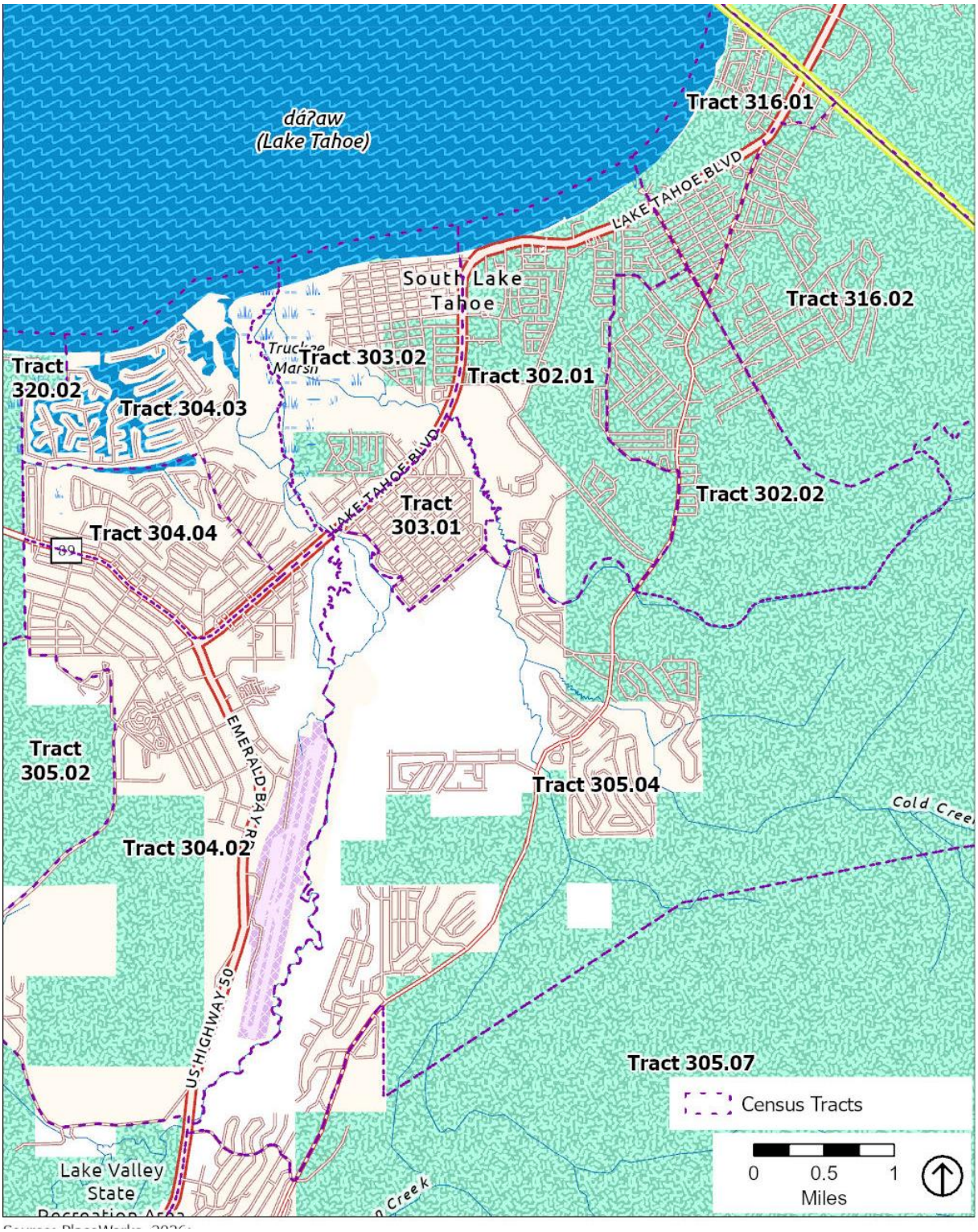
[11] U.S. Census Bureau, 2022, *2018-2022 American Community Survey,* https://hudgis-hud.opendata.arcgis.com/.

[12] U.S. Environmental Protection Agency, 2021, *Smart Location Database,* https://www.epa.gov/smartgrowth/smart-location-mapping.

[13] California Office of Environmental Health Hazard Assessment, 2021, *CalEnviroScreen 4.0.* https://oehha.ca.gov/calenviroscreen.

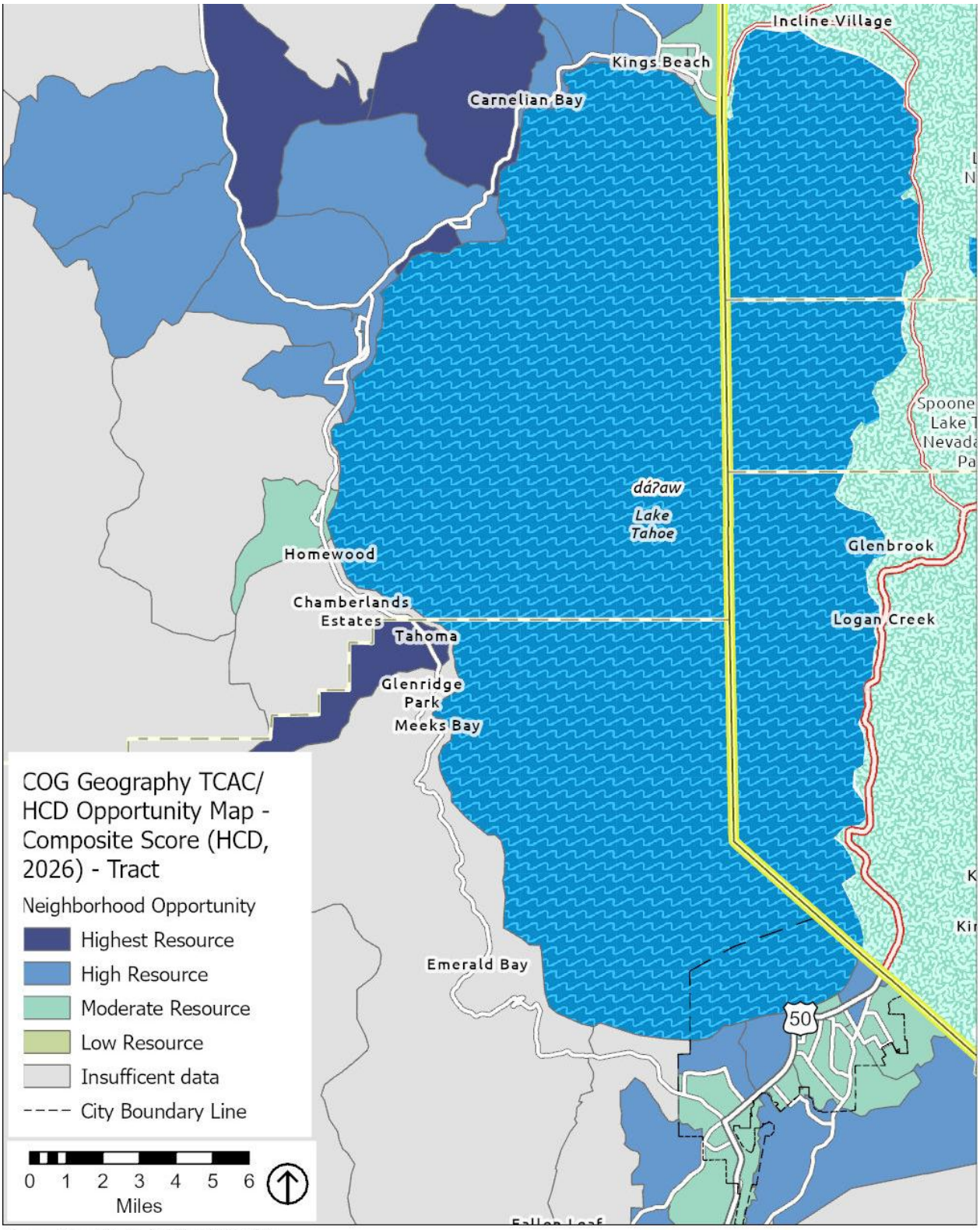
remains unaffordable for many residents, as described throughout this assessment. The concentration of poverty east of Ski Run Boulevard and south of Pioneer Trail corresponds with a larger percentage of non-White residents and renters, likely many of those who are employed in the commercial area east of Ski Run Boulevard and in Stateline, Nevada. Further west, the Tahoe Keys neighborhood and areas adjacent to the Lake Tahoe Golf Course have significantly higher median incomes. In the Tahoe Keys area, the median income in 2022 ranged from $90,100 to $120,000, compared to $55,000 to $90,100 east of Ski Run Boulevard and less than $55,000 just west of Ski Run Boulevard (see Figure 4-6). The trends in the last decade indicate growing income gaps between the area surrounding Ski Run Boulevard and other South Lake Tahoe neighborhoods, which may have additional impacts on overpayment, overcrowding, and other fair housing issues.

FIGURE 4-4: CENSUS TRACT REFERENCE MAP



Source: PlaceWorks, 2026; HCD, 2026

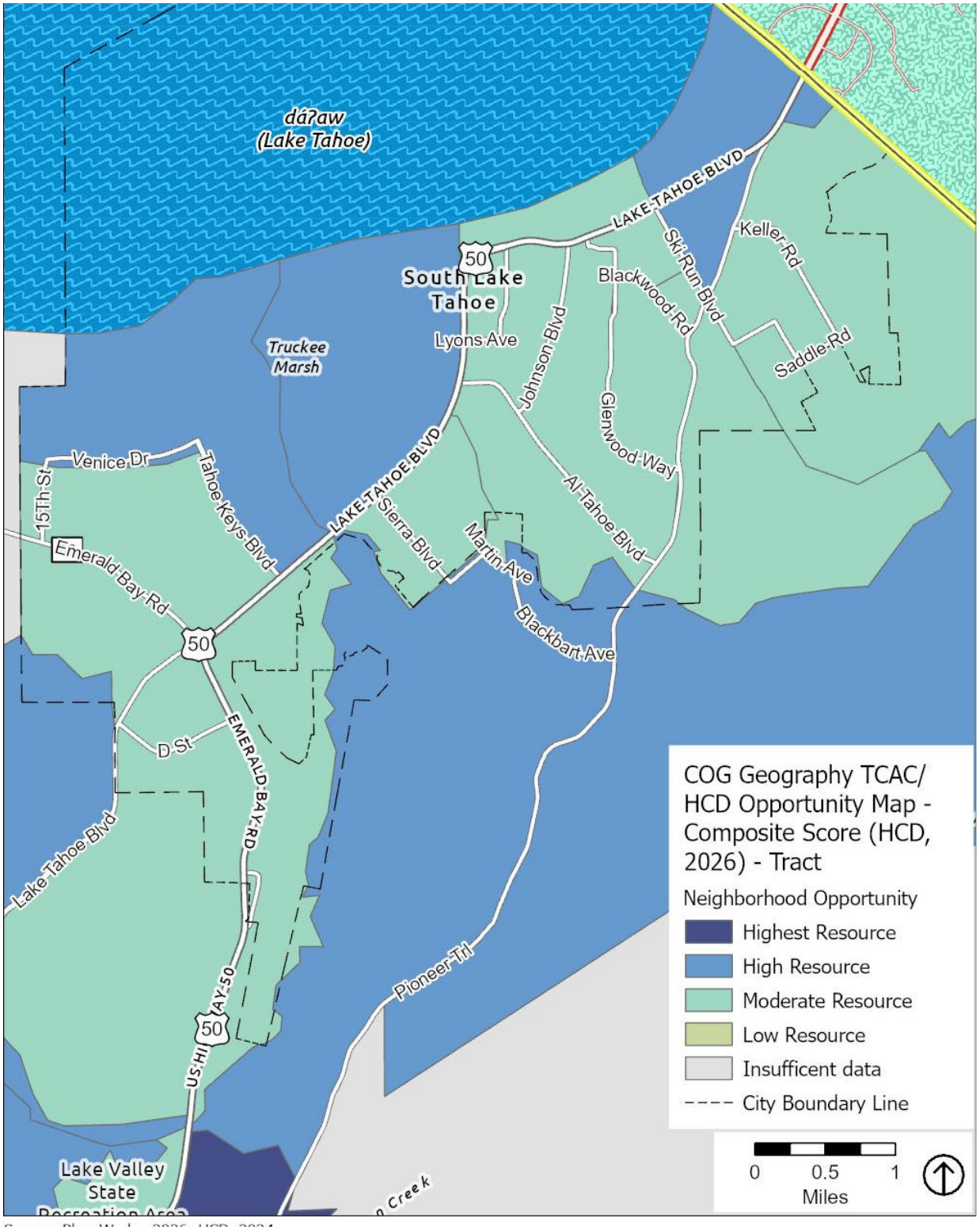
FIGURE 4-5A: TCAC/HCD RESOURCE AREA DESIGNATIONS, REGION



Source: PlaceWorks, 2026; HCD, 2024

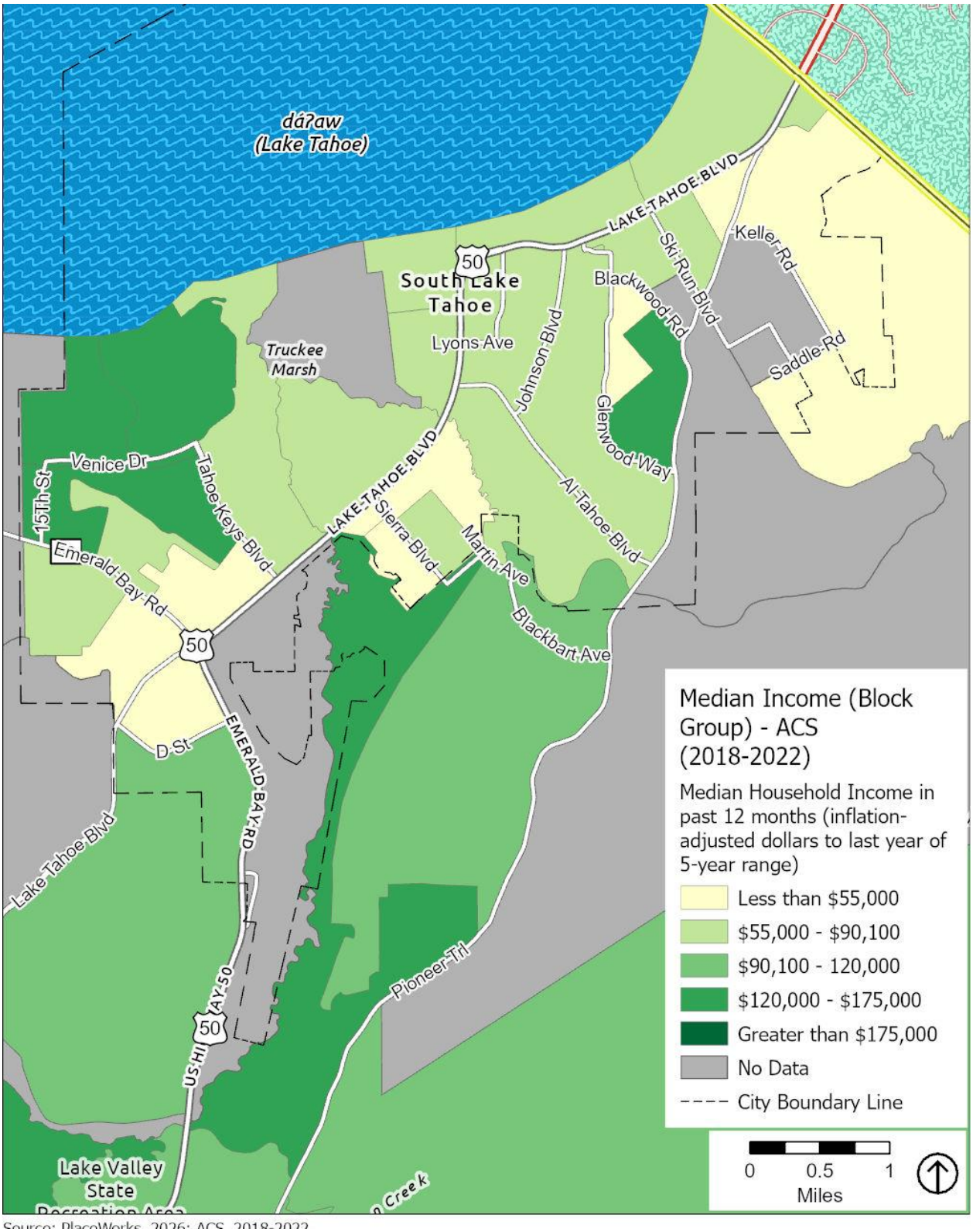
Source: PlaceWorks, 2026; HCD, 2026

FIGURE 4-5B: TCAC/HCD RESOURCE AREA DESIGNATIONS, LOCAL



Source: PlaceWorks, 2026; HCD, 2026

FIGURE 4-6: MEDIAN INCOME



Sources: PlaceWorks, 2026; ACS, 2018-2022.

As discussed in the Housing Characteristics and Trends section of the Needs Assessment, the median income in South Lake Tahoe is lower than in El Dorado County. According to ACS, the median household income in South Lake Tahoe was $82,002 in 2024, compared to $108,845 in El Dorado County. While this does represent a narrowing of the income gap compared to the 2015-2019 period, when South Lake Tahoe's median of $49,390 and the county median was $83,377, income growth has not kept pace with rising housing costs. The discrepancy in income levels suggests that housing is unaffordable, and remains unaffordable, for residents of South Lake Tahoe. As shown in the cost burden data, approximately 50.2 percent of renter households and 31.8 percent of owner households are overpaying for housing, reflecting that even with income growth, housing costs have outpaced household earnings. Given the differences in median income between neighborhoods in the city, it is likely that the economic burden is concentrated in the area east of Ski Run Boulevard, though not exclusively.

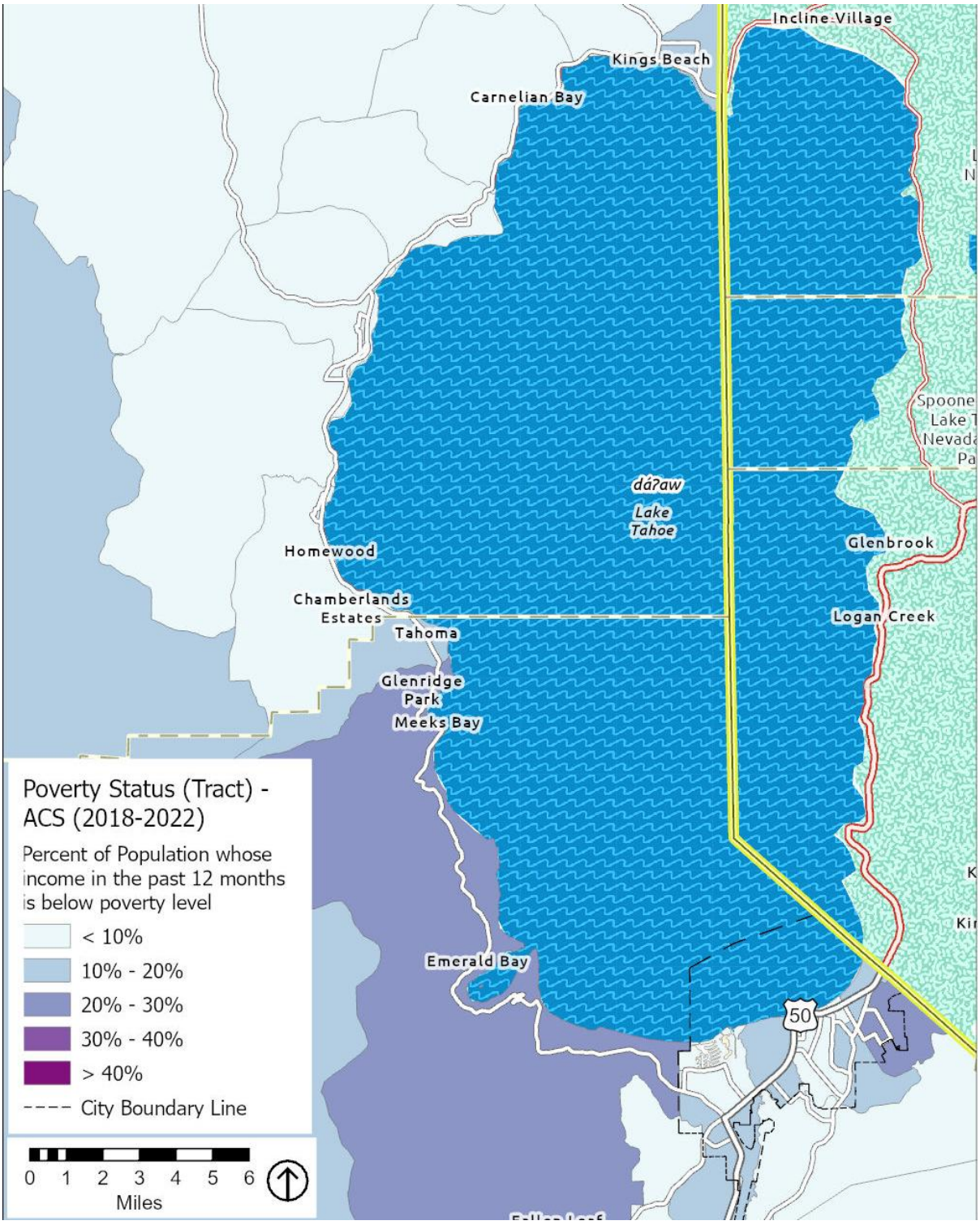
In the California portion of the TRPA region, the area east of the Ski Run Boulevard neighborhood has a higher rate of poverty than all communities and jurisdictions, except for the area south of Tahoma (see Figures 4-7A and 4-7B). The area east of Ski Run Boulevard and south of Pioneer Trail has seen a slight increase in poverty level since 2019, increasing from 21.0 percent to 25.0 percent in 2022. The Tahoe region is home to a large seasonal workforce and second homes that create a disconnect between wages and affordable housing, which South Lake Tahoe has also experienced. The trends of income segregation because of where seasonal jobs and affordable housing are in the Tahoe Basin, reflect the trends in South Lake Tahoe. Where there are more short-term rentals and second homes, incomes tend to be higher throughout the region. In contrast, where more long-term rentals are available, the median income is lower. Lower-income persons and households may be priced out of their neighborhoods because of the cost of housing.

Several programs have been identified in Table 4-45 to increase the supply of affordable and other types of housing in the city and facilitate integration of a variety of units to promote mixed-income neighborhoods.

Race and Ethnicity

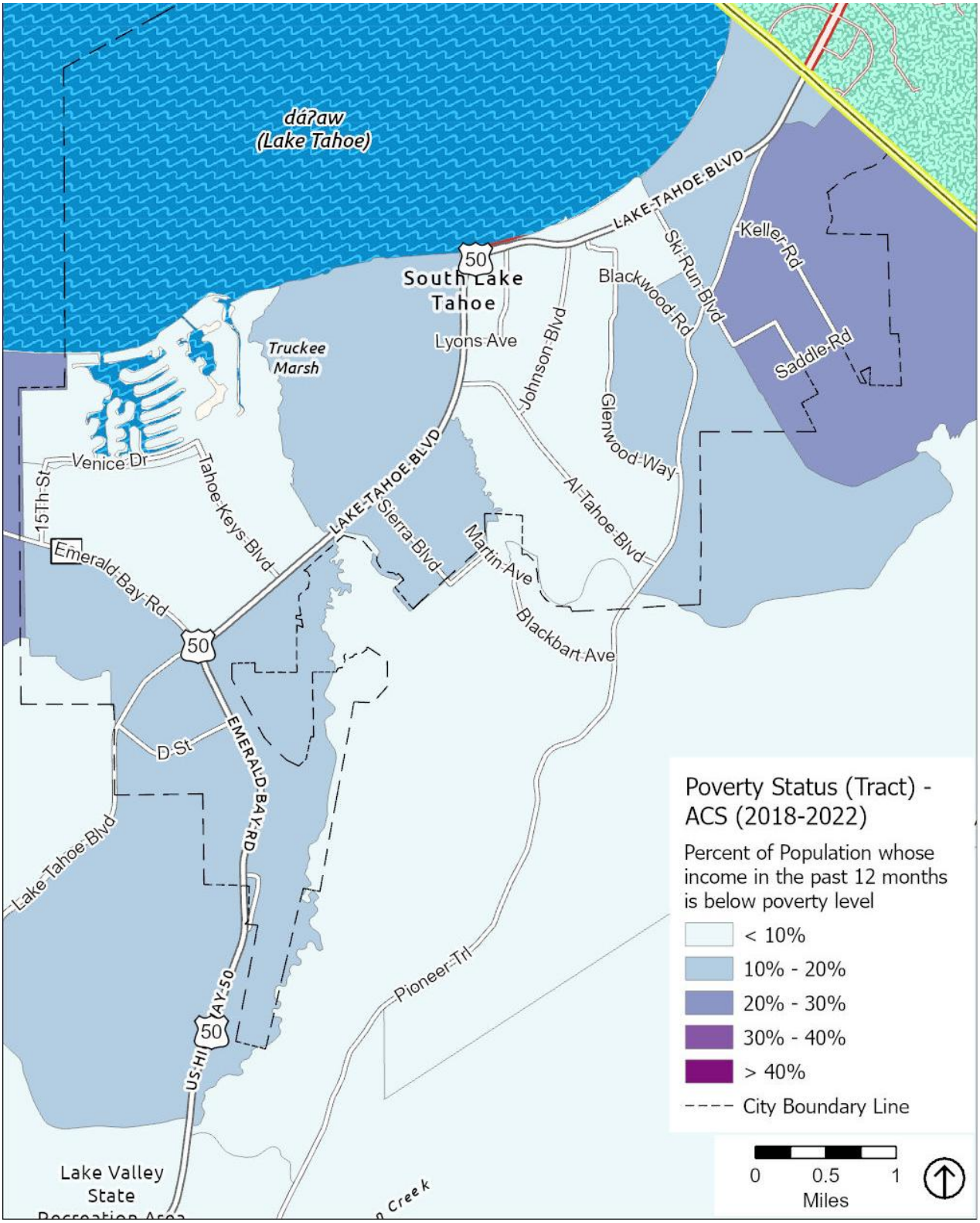
As presented in Table 4-6, approximately 67.0 percent of residents in South Lake Tahoe identify as White and approximately 74.0 percent of residents identify as non-Hispanic or Latino. There is a concentration of residents that identify as Hispanic or Latino in the area east of Ski Run Boulevard and north of Pioneer Trail, where this population is the majority. As shown in Figure 4-8, Tracts 316.01 and 302.02 are the two areas within the city where Hispanic or Latino residents comprise the predominant population group, and both tracts also have a greater share of non-White residents compared to the rest of the city (Figure 4-9). These tracts are north of Pioneer Trail and east of Ski Run Boulevard (Tract 316.01) and just south of Pioneer Trail to the west of Ski Run Boulevard (Tract 302.02). In the area east of Ski Run Boulevard and north of Pioneer Trail, approximately 47.0 percent of the population was Hispanic or Latino in 2022. This area also has the highest concentration of poverty in the city, with approximately 25.0 percent of the population earning an income below the federal poverty line. A racially and ethnically concentrated area of poverty (R/ECAP) is defined by HUD as an area in which 50.0 percent or more of the population identifies as non-White and 40.0 percent or more of households are earning an income below the federal poverty line. Therefore, while this area is not a R/ECAP by definition, it is an area with a concentration of Hispanic and Latino residents, a high rate of poverty and overcrowding, and significant rates of overpayment.

FIGURE 4-7A: POVERTY STATUS, REGIONAL



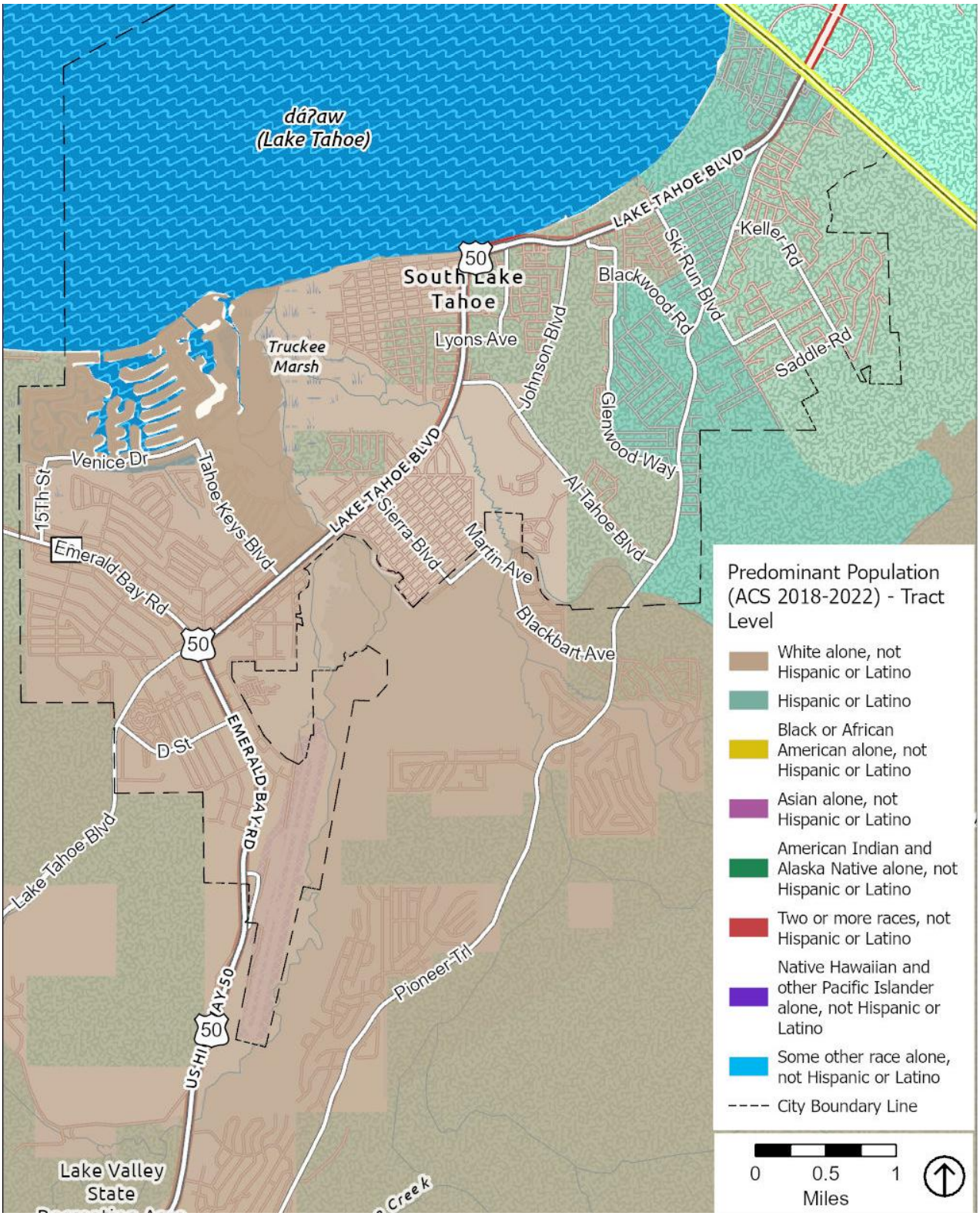
Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-7B: POVERTY STATUS, LOCAL



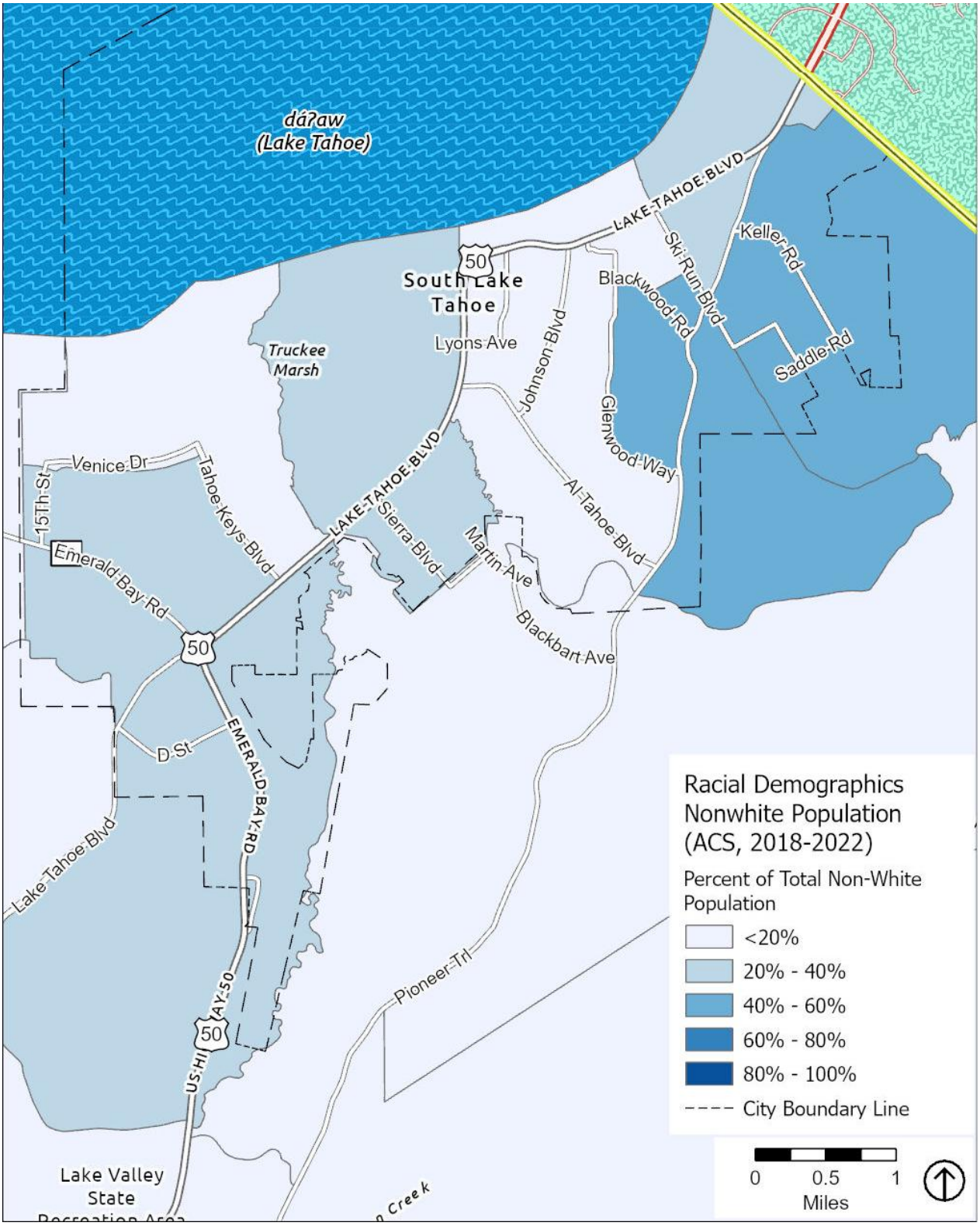
Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-8: PREDOMINANT POPULATIONS



Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-9: RACIAL DEMOGRAPHICS



Source: PlaceWorks, 2026; ACS, 2018-2022

In contrast to the area east of Ski Run Boulevard in the Tahoe Keys neighborhood, 91.0 percent of residents identify as White. However, despite this concentration of residents that identify as White, this area does not meet the definition of a racially or concentrated area of affluence (RCAA). An RCAA is defined as a census tract in which 80.0 percent or more of the population is White and has a median income greater than $125,000 annually. While more than 80.0 percent of the population in Tahoe Keys is White, the median income was $105,278 in 2022, an increase of 18.1 percent from the 2019 estimate of $89,148. This continues an upward trend that has seen median household income in the neighborhood rise substantially over the past decade. At approximately $19,700 below the RCAA income threshold, and given the continued income growth, this neighborhood is approaching the conditions that could qualify it as an RCAA. Additionally, the area immediately south of the Heavenly Valley neighborhood meets the definition of an RCAA, though this area is outside of the city limit. While the City does not directly plan for this neighborhood, it is close enough to influence, and be influenced by, planning decisions in South Lake Tahoe. The City will combat this possible segregation and affirmatively further fair housing by facilitating the construction of ADUs, multifamily housing, and deed-restricted affordable housing to increase the supply of more housing types that support various income levels throughout the city and promote a mixed-income neighborhood.

Familial Status

Female-headed households are identified as a special-needs group due to the challenges of working full-time as a single parent. As shown in Figure 4-10, children living in female-headed households are present across several tracts in South Lake Tahoe, including in the Tahoe Keys neighborhood and other areas of the city. However, the presence of single-parent households in the Tahoe Keys neighborhood is notable given that the median household income there is $105,278. In contrast, in the area east of Ski Run Boulevard, where the poverty rate is approximately 25.0 percent, over 80.0 percent of children live in a married-couple household. However, in the area east of Ski Run, approximately 40.0 to 60.0 percent of households are occupied by single adults living with a spouse, while Tahoe Keys reports 60.0 to 80.0 percent. While no neighborhoods are occupied by a majority of one family type, concentrations are present. Families are in the area of the city with the highest percentage of renters, high rates of poverty, and overcrowding. This suggests that the area east of Ski Run Boulevard has the most housing options affordable to locals but may not meet the living condition needs of some occupants. To address this, the City will work with homeowners with second homes and spare rooms in the city to identify opportunities to promote the conversion of single-family homes in the residential portions of the area east of Ski Run Boulevard to long-term rentals that would accommodate lower-income and moderate-income households who wish to stay in their neighborhood, as well as promote the availability of low- and moderate-income rental housing throughout the city to provide mobility opportunities (Program 3-9).

Familial trends mirror the Tahoe Basin closely, with higher rates of families with children near places of employment, such as the area east of Ski Run Boulevard, Homewood, and Tahoe City and a similar distribution of adults living alone and adults living with spouses. However, South Lake Tahoe has the only concentration of female-headed households in the region. This may be due to availability of services, proximity to transit, or employers who provide childcare assistance, among other factors. To assist all families with children to access jobs, the City will continue the Long-Term Rental Incentive Program (Program 3-9), which conducts targeted outreach to convert vacant and second homes into long-term rental housing for existing employees and seeks to expand rental opportunities in areas of concentrated affluence to promote housing mobility. Access to childcare is an important factor in supporting families with children,

particularly female-headed households. South Lake Tahoe has a Head Start program within the city, providing early childhood education and family support services. The Alternative Payment Program administered through Catalyst Community provides childcare subsidy vouchers for income-eligible families in El Dorado County. Additional childcare facilities that receive California Department of Education funding for subsidized childcare and preschool include Catalyst Kids and the Boys and Girls Club of Lake Tahoe. The presence of these resources may be one factor contributing to the concentration of female-headed households in the city relative to the broader region.

Disability

According to the 2018-2022 ACS, approximately 12.3 percent of South Lake Tahoe's noninstitutionalized population has at least one disability, and 39.0 percent of those individuals were seniors, who are more likely to have an ambulatory, visual, or hearing disability. Among working-age residents with a disability (ages 18-64), ambulatory difficulty (38.2 percent) and cognitive difficulty (37.0 percent) are the most prevalent types. The percentage of the population with a disability has remained relatively stable and still reflects the SACOG and Tahoe regions and there are no high concentrations of persons with disabilities within the city (see Figure 4-11). Where concentrations do exist, they are associated with affordable housing projects that specifically target populations with disabilities, including senior housing, housing for persons with developmental disabilities, and permanent supportive housing. Outside of these specific developments, the population with disabilities is distributed throughout the city. The City has not received any requests for reasonable accommodation during the last planning period and only one permit for accessibility modifications (a residential ramp in the Tahoe Keys neighborhood in 2024) was issued.

The City supports facilities and transit services for persons with disabilities, as described in the Access to Opportunity section that follows. The City will work with TRPA to amend the City and TRPA zoning regulations to specify that residential care facilities (group homes) of all sizes are allowed by right in all residential districts (Program 1-5).

4.4.2.2 Access to Opportunity

Mobility

This assessment analyzes two types of mobility: transit and housing. Transit mobility refers to an individual's ability to navigate the city and region daily to access services, employment, schools, and other resources. Indicators of transit mobility include the extent of transit routes, proximity of transit stops to affordable housing, and frequency of transit. Housing mobility refers to an individual's or household's ability to secure affordable housing in areas of high opportunity, move between neighborhoods, and purchase a home if they so choose. Indicators of housing mobility include distribution of HCVs, availability of rental and ownership opportunities throughout the city, and vacancy rates.

South Lake Tahoe residents are served by four transportation providers operated by the Tahoe Transportation District, El Dorado Transit, South Tahoe Transportation Management Association, and South Tahoe Airporter. Routes 50 and 55 operated by the Tahoe Transportation District run from the South Y Transit Center in South Lake Tahoe to the Stateline Transit Center and Kingsbury Transit Center, respectively. Route 50 and Route 55 offer 30-minute headways. Tahoe Transportation District routes operate seven days per week and the South Lake Tahoe Airporter, which connects residents to the Reno airport, operates at various times everyday. El Dorado Transit, in partnership with Capitol Corridor Joint Powers Authority, operates a connecting bus route between Amtrak Capitol Corridor trains and serves

Cameron Park, Placerville, and South Lake Tahoe. This route operates once a day from Sacramento to South Lake Tahoe and one route back, but will add more routes in the near future due to additional funding awarded. In July 2022, the South Shore Transportation Management Association, in partnership with the City, implemented an on-demand micro-transit service to address mobility gaps for residents in areas not well-served by this fixed-route transit to improve access to housing, employment, and services. With these transit opportunities, transit mobility is not considered a barrier to fair housing in the city. However, according to All Transit, a data tool that measures access to transit, connectivity, and service availability, South Lake Tahoe has a transit performance score of 3.6, compared to 1.1 for El Dorado County and 3.8 for the SACOG region. This suggests that while South Lake Tahoe may have better transit opportunities than the immediate vicinity, there are stronger transit options elsewhere in the SACOG region, but not far out of reach. With a score of 3.6 against a regional average of 3.8, South Lake Tahoe's transit performance is close behind the SACOG region as a whole, suggesting that the gap in service level is relatively modest. Therefore, the City will meet biannually with the Tahoe Transportation District to assess if any new unmet transit needs have developed and, if so, will provide technical assistance in applying for State and federal funding for expansions (Program 5-5).

In addition to Program 5-5 in the Housing Element, the City has identified the following strategy in the City's Strategic Plan 2025-2030 to promote alternative modes of transportation and connectivity:

- **Priority 5: Improve Transportation.** Improve mobility operations and quality by aligning policy, practice, and funding.

This priority includes action items to improve scooter safety for users and non-users, complete the conceptual US 50 Corridor Planning Study (including widened bike lanes, speed reduction, and a Y mobility hub), complete a Traffic Calming Toolbox, continue to support the Transit JPA and increase funding for Lakelink microtransit, increase annual road repair, prioritize the implementation of Complete Streets, and evaluate city-wide parking management strategies.

Housing Mobility

As discussed in the Tenure section of the Needs Assessment, approximately 48.7 percent of households are renters and 51.3 percent are owner-occupied, based on 2024 ACS data (4,634 renter households and 4,885 owner households, out of 9,519 total). The rental vacancy rate in South Lake Tahoe is 10.0 percent, while the ownership unit vacancy rate is 1.5 percent (see Table 4-7). This indicates there is a shortage of affordable ownership units for renters that may be seeking this economic opportunity. Additionally, while renters are distributed across the city, HCV holders are concentrated primarily in the Bijou and in neighborhoods near the airport. Beginning January 1, 2020, under Senate Bill (SB) 329 (California Government Code Section 12927(i) and Section 12955), landlords must accept HCVs as an acceptable source of income for tenants. Therefore, the concentration of voucher recipients may be due to a concentration of housing that is affordable with a voucher and that meets the condition requirements of the voucher, or that landlords in other areas of the city are unaware of the requirement to accept vouchers. As shown in Table 4-27, the average rent in South Lake Tahoe ranges from $1,141 for a one-bedroom unit to $4,662 for a four-bedroom unit. HUD's established FMR for El Dorado County as part of the Sacramento-Roseville-Arden-Arcade Metro Area has increased substantially since prior reporting periods, rising to $1,832 for a one-bedroom and $2,255 for a two-bedroom unit. As a result, average market rents for studios, one-bedroom, and two-bedroom units are now at or below the FMR, suggesting that HCV holders may have improved ability to access smaller units. However, for larger households requiring three or more bedrooms, average market

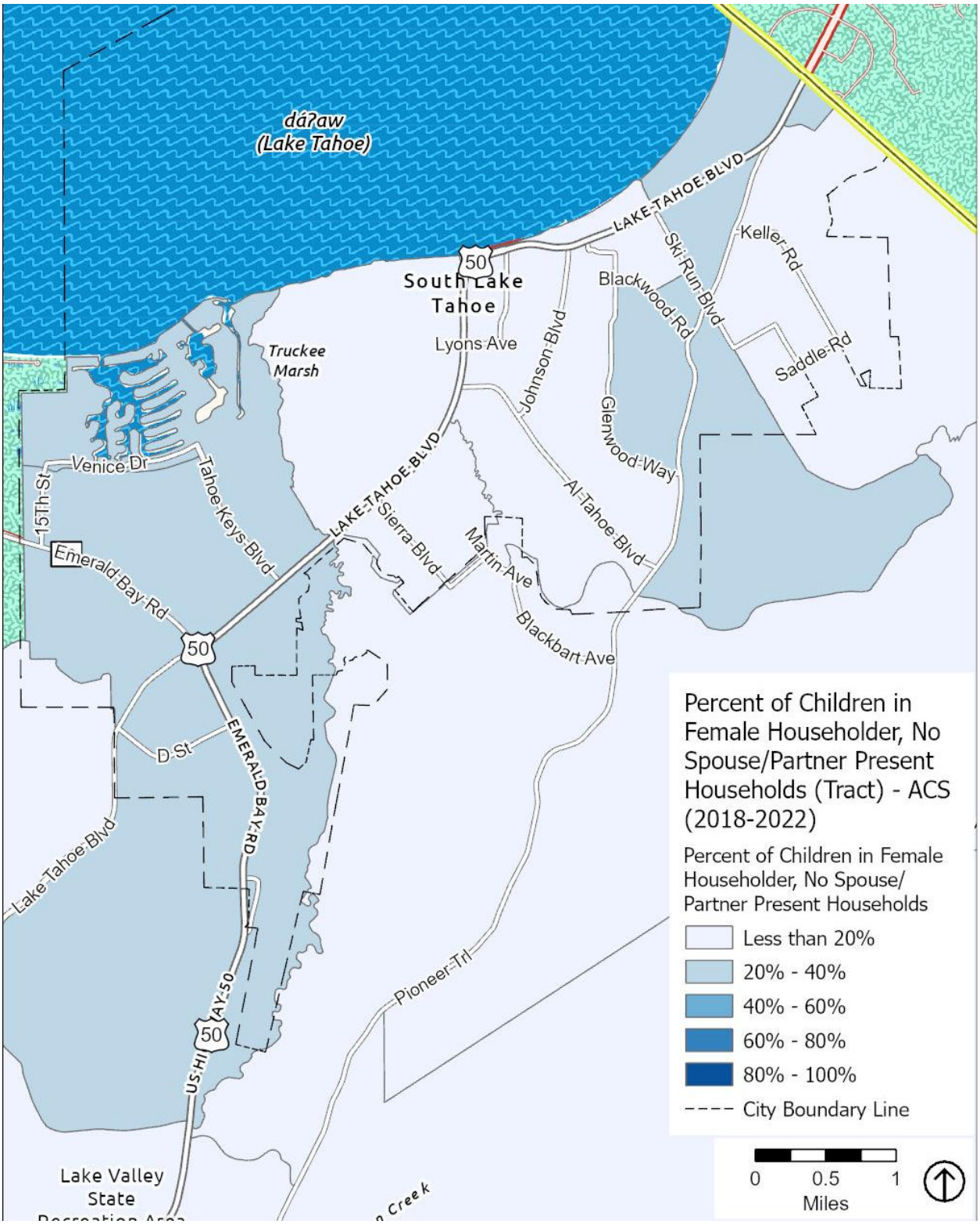
rents continue to significantly exceed the FMR by $514 to over $1,200, making those units inaccessible to lower-income households without additional assistance. Overall, the high cost of housing relative to lower-income wages continues to make much of the rental stock unattainable without subsidy. To improve housing mobility for residents, the City will encourage lot consolidation to facilitate the development of affordable housing with an emphasis on high-opportunity areas (Program 1-6), promote the construction of a variety of housing options throughout the city, emphasizing typically more affordable units such as ADUs (Programs 2-14), and educate landlords on the benefits of advertising their units to Section 8 voucher holders (Program 5-2).

Employment Opportunities

As shown in Figure 4-12, most of South Lake Tahoe has only 1 to 46,000 jobs accessible within a 45-minute drive per the Smart Locations Database (2021), reflecting the region's geographic isolation. The most recent TRPA data indicated 26,880 jobs in the South Shore Region in 2019. Updated regional projections have not yet been published, though a 2025 Lake Tahoe Workforce Housing Needs Assessment prepared by BAE Urban Economics for TRPA estimates approximately 12,461 workers commuted into the Tahoe Basin region from outside the region in 2025, underscoring a persistent jobs-housing imbalance. This can be partially explained by the number of second homes and retirees in South Lake Tahoe as well as a seasonal job industry that results in surges of temporary jobs. However, the Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) data reported by the US Census indicates that in 2023, 55.0 percent of employed residents in South Lake Tahoe work within 10 miles of home, suggesting that they must work either within the city, in Stateline, Nevada, or in other nearby employment centers. LODES also indicates that 37.0 percent of residents travel more than 50 miles to their place of employment. Nearly 38.0 percent of the residents that travel more than 50 miles are going southwest and 45.0 percent are going west to their place of employment, likely in the Sacramento area, suggesting that not all employment needs are met in close proximity to the city. This long-distance commuting pattern is consistent with findings from the BAE Urban Economics 2025 Lake Tahoe Basin Workforce Housing Needs Assessment. The highest concentration of jobs in South Lake Tahoe are in the commercial portion of the area east of Ski Run Boulevard and in the South Y Shopping Center and Tahoe Keys Marina & Yacht Club. During peak tourism seasons, the number of job opportunities may increase to meet demand, but there is still a pressing need for housing and jobs to meet the need of the existing population.

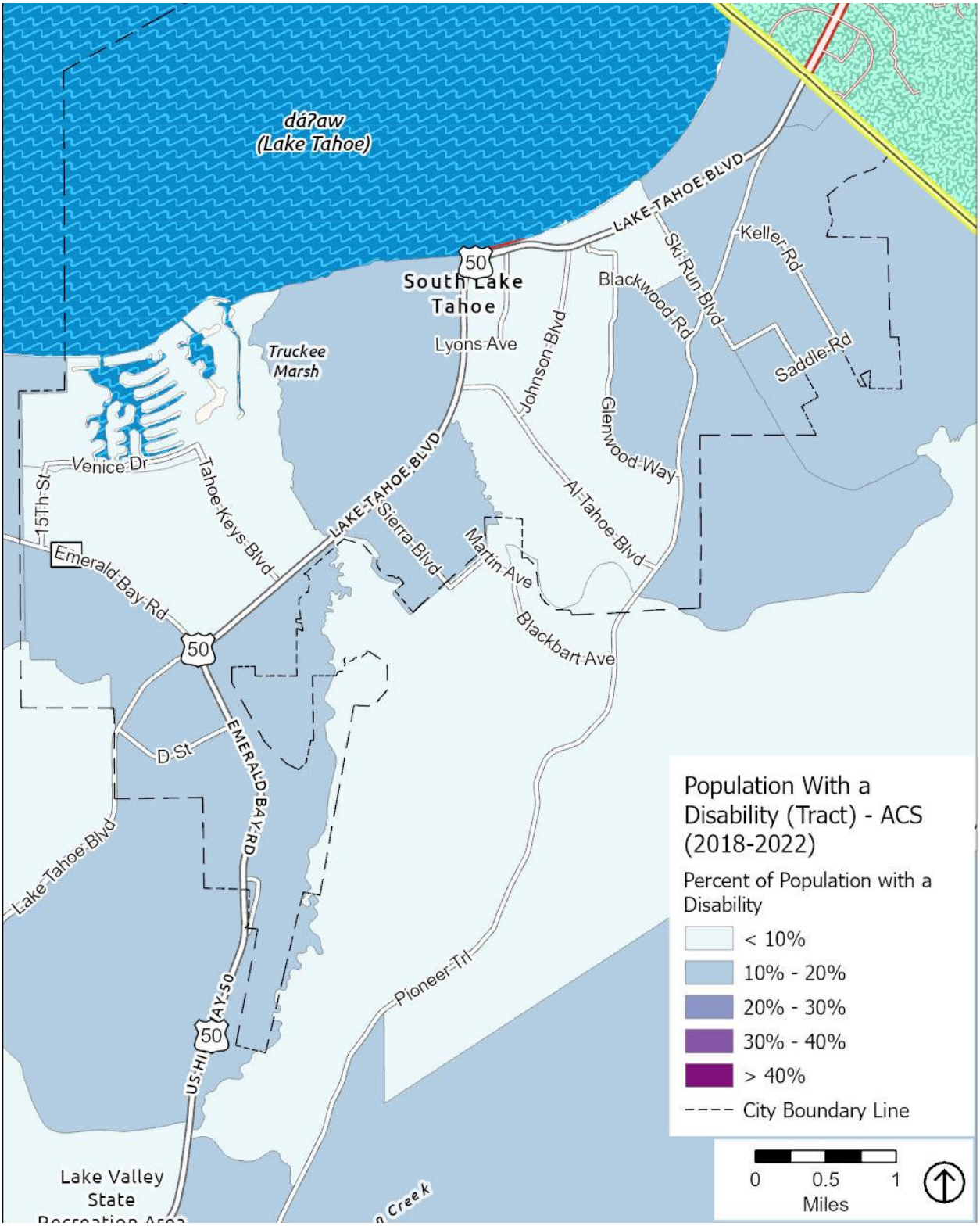
While jobs and housing are imbalanced throughout El Dorado County and the Tahoe Basin, South Lake Tahoe has a more significant imbalance than areas such as Tahoe City and the Town of Truckee. El Dorado County and TRPA have both identified the dominance of short-term rental units and second homes as skewing the availability of housing for the workforce as well as inflating the population in comparison to the number of available jobs. This has been a growing issue in the region as tourism continues to be a dominant industry at Lake Tahoe and in surrounding national forest land. In 2018, South Lake Tahoe voters approved Measure T to place a moratorium on the conversion of housing in residential areas to vacation home rentals (VHRs) to preserve the housing stock for long-term rental needs. However, in March 2025, the El Dorado County Superior Court struck down Measure T in its entirety and a new vacation rental ordinance (Ordinance 2025-1200) took effect July 17, 2025. This is further discussed in the subsection, History of TRPA and Development. The City continues to monitor the impact of VHR regulation on the long-term rental stock (Program 3-7).

FIGURE 4-10: CHILDREN IN FEMALE-HEADED HOUSEHOLDS



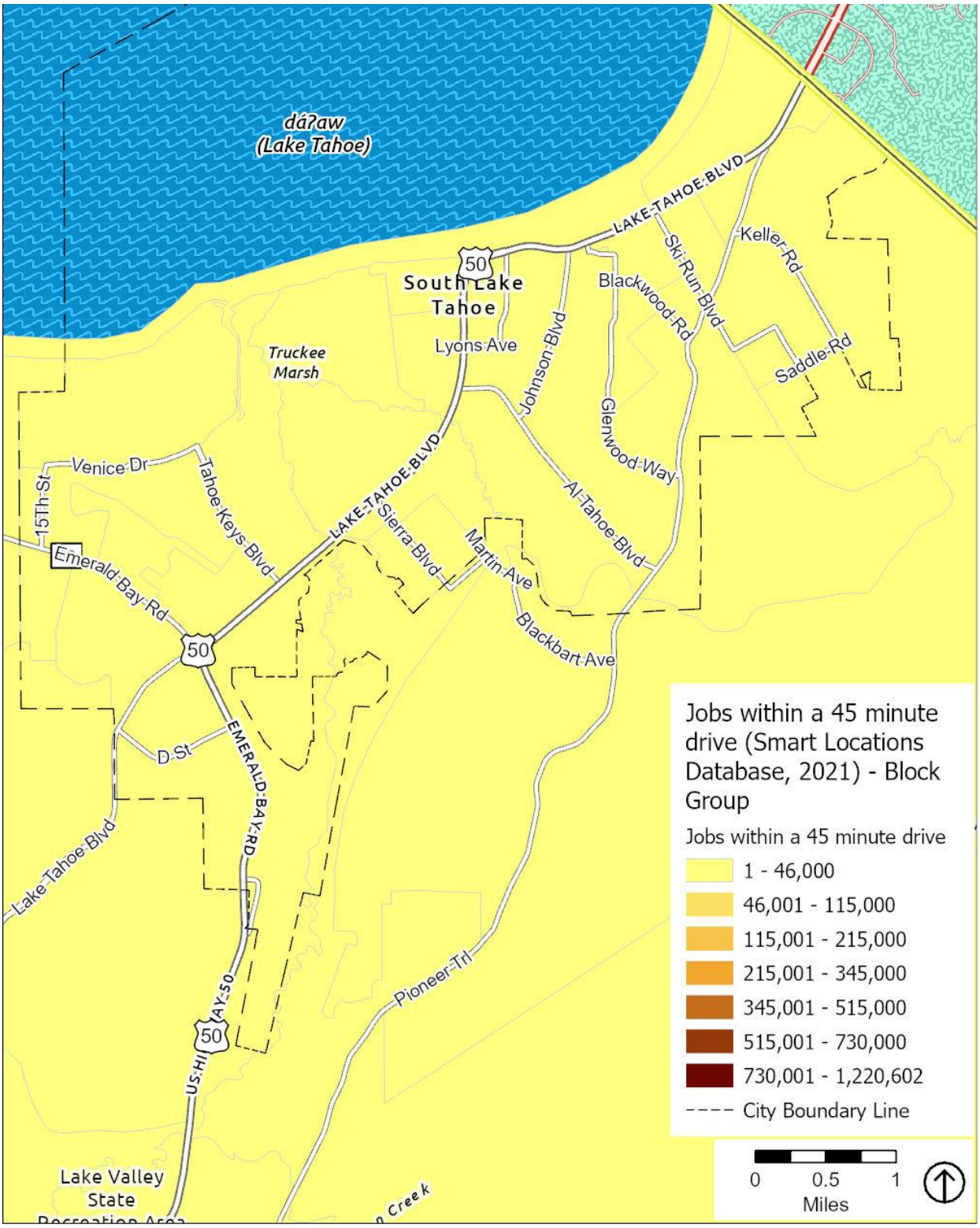
Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-11: POPULATION WITH A DISABILITY



Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-12: ACCESS TO JOBS



Sources: PlaceWorks; US Environmental Protection Agency Smart Locations Database, 2021.

Educational Opportunities

Each year, the California Department of Education (CDE) publishes performance metrics for each school in the state, including student assessment results for English Language Arts (ELA) and Mathematics, as measured against grade-level standards. The CDE uses the California School Dashboard, a color-coded performance system that combines current performance levels and year-over-year change, replacing the previous single-score system. The LTUSD serves South Lake Tahoe, including the Meyers community, and includes four elementary schools, one middle school, one high school, the Mt. Tallac continuation high school, and the Elevated Digital Learning Academy (a K–12 online program). Mt. Tallac High School enrolled 64 students in the 2024-2025 school year, with a high proportion of socioeconomically disadvantaged students; assessment data is not publicly reported due to the small number of students in the dataset. LTUSD provides bus routes for students from all neighborhoods in South Lake Tahoe to schools. As shown in Table 4-43, the 2025 California School Dashboard reports school performance using Distance from Standard (DFS) scores, which measure how many scale score points above or below grade-level standard the average student scored. The California state average DFS score is -8.1 in ELA and -42.4 in Mathematics, reflecting that the average California student scores below standard in both subjects. Most LTUSD schools perform below the state average in both subjects. Bijou Community Elementary (-4.2 ELA, -45.2 Math), Tahoe Valley Elementary (-20.3 ELA, -47.0 Math), South Tahoe Middle (-28.8 ELA, -50.5 Math), and South Tahoe High (-31.7 ELA, -76.9 Math) all score below the state average in both subjects. Sierra House Elementary performs above the state average in ELA (+0.9) but below in Math (-11.5). Meyers Elementary, just outside city limits in unincorporated El Dorado County, is the strongest performer in the district, scoring above the state average in both ELA (+44.0) and Math (+25.5).

TABLE4-43
SCHOOL PERFORMANCE SCORES, 2025

School	English Language Arts - Distance from State Standard	Mathematics - Distance from State Standard
Bijou Community Elementary	- 4.2	- 45.2
Meyers Elementary[1]	+ 44.0	+ 25.5
Sierra House Elementary	+ 0.9	- 11.5
Tahoe Valley Elementary	- 20.3	- 47.0
South Tahoe Middle	- 28.8	- 50.5
South Tahoe High	- 31.7	- 76.9
California State Average	- 8.1	- 42.4

Source: California Department of Education, California School Dashboard, 2024-2025.

[1] Meyers Elementary is in the unincorporated El Dorado County outside South Lake Tahoe city limits but serves students within the LTUSD service area.

Note: Scores reflect the average Distance from Standard (DFS), which measures how many scale score points above (+) or below (−) grade-level standard the average student scored on the Smarter Balanced Assessment (SBAC) for the 2024-2025 school year.

Access to proficient schools begins with improving school performance throughout the city. Given the high cost of housing in the Tahoe Basin, it is difficult for teachers and other school faculty to secure housing, therefore limiting the ability for teachers to serve the schools of South Lake Tahoe. To address poor

performance that may result from teacher shortages or turnover, the City has included Program 2-5 to work with Lake Tahoe Community College and LTUSD to develop new housing affordable to lower- and moderate-income persons, including teachers, as well as develop programs to remove barriers to accessing housing such as first-month's rent and deposits. The four elementary schools that currently serve South Lake Tahoe students are distributed across the city, with Bijou Community Elementary in the eastern area, Sierra House Elementary in the central area, Tahoe Valley Elementary in the western area, and Meyers Elementary serving students in the southern portion of the district area. While this geographic distribution provides physical access to elementary education across all parts of the city, performance scores vary among schools. As shown in Table 4-43, Sierra House Elementary outperforms Bijou Community and Tahoe Valley, scoring above the state average in ELA and performing substantially better in Math than the other two city limit schools. Meyers Elementary is the strongest performer in the district by a significant margin. As a result, elementary-aged students do not have equal access to equivalent-quality educational opportunities, with access to higher-performing schools varying by neighborhood of residence.

In the area with the highest risk of displacement due to overcrowding and overpayment, in the area east of Ski Run Boulevard, students do not have a guaranteed neighborhood elementary school. Bijou Community School, in the eastern area, is a district-wide Two-Way Bilingual Immersion elementary school that admits students by lottery (first priority is given to children of school district employees, then siblings of existing students, with remaining spots filled through lottery) regardless of residential location, meaning eastern-area students are not guaranteed enrollment. Students in this area who are not selected through the lottery must travel to Sierra House Elementary in the central area (all elementary students in the area east of Ski Run Boulevard are zoned for Sierra House). With available buses, all students have access to South Tahoe Middle School. However, while bussing is also available for high school students, the location of South Tahoe High on the far western side of the city presents a possible barrier to access for students that reside in the area east of Ski Run Boulevard, where there are higher rates of poverty, overpayment, and other indicators of disproportionate housing need. For normal school hours, students are able to get to school via available transit and school bus systems, but access may be more limited for activities and study hours outside of standard school hours, which provide additional educational opportunities for teenagers.

Beyond the formal school system, several supplemental educational resources serve students across the city. The TRiO Upward Bound and Educational Talent Search Program at Lake Tahoe Community College provides tutoring, mentoring, and college preparation support for primarily first-generation and low-income students in grades 6 through 12, with services available in both English and Spanish. The Boys and Girls Club of Lake Tahoe provides after-school tutoring at all elementary schools, offering access regardless of neighborhood. The Lake Tahoe Community College Math Club also offers free tutoring to K–12 students at the centrally located, transit-accessible campus. To improve access to high school opportunities for students of households that face disproportionate housing needs, the City has included Program 2-5 to meet with LTUSD to identify barriers to high-performing schools and support and assist the district in addressing barriers through a variety of strategies, which may include identifying sites for housing affordable on a teacher's salary, expanding bussing for students, supporting training programs for classroom aides, and more.

In addition to Program 2-5, the following policies have been identified in the Public/Quasi-Public Facilities and Services Element of the General Plan to collaborate with educational providers to enhance access for students and community members:

- **Policy PQP-7.2: Schools as Community Focal Points.** The City shall encourage schools to become social focal points within community and neighborhood centers that provide a range of services.
- **Policy PQP-7.3: School Accessibility to Residential Uses.** The City shall coordinate planning efforts with the LTUSD and Lake Tahoe Community College to ensure that schools are easily accessible to residential neighborhoods, and that they enhance neighborhoods, minimize transportation requirements and costs, and minimize safety problems.
- **Policy PQP-7.6: Expansion of Lake Tahoe Community College.** The City shall support the expansion of curriculum, enrollment, and facilities at the Lake Tahoe Community College (e.g., four-year degree program, fire academy).

Environmental Health

In February 2021, the California OEHHA released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare community environmental scores. A community within the 75th percentile or above, is one with higher levels of pollution and other negative environmental indicators and is considered a disadvantaged community. There are no disadvantaged communities in South Lake Tahoe; however, the area east of Ski Run Boulevard falls into the 40th percentile and the area near the airport falls into the 42nd percentile (see Figure 4-13). The decreased environmental conditions in these areas are likely due to a concentration of traffic in commercial areas and proximity to the airport, which includes some surrounding industrial uses. Despite these slightly lower environmental conditions, all residents of South Lake Tahoe have similar access to healthy environmental conditions, likely stemming from the prominence of open space in the semi-rural community on Lake Tahoe and recreational and park opportunities. South Lake Tahoe has a similar environmental score as the cities of Placerville and Auburn, which are comparable in size and development.

Disability Services

While there are no licensed assisted-living facilities for the elderly or adult residential care facilities in South Lake Tahoe, according to the California Department of Social Services (CDSS), there are four assisted-living facilities and three support and in-home assistance organizations. Kelly Ridge and Tahoe Senior Plaza are both residential care facilities for low-income persons aged 62 and over, Sky Forest Acres is a residential care facility for adults with disabilities, and Barton Skilled Nursing Facility provides 48 long-term care beds for any resident who needs their services as well as in-home care. A Hand at Home provides caregivers for in-home care to support seniors who want to remain in their home and Elder Options, Inc. provides a variety of services for seniors, including home care, respite care, and assisted-living care coordination. Choices Person Centered Services provides supported living services, independent living services, and day services to adults with developmental disabilities. In addition to these facilities, the Tahoe Transportation District operates a free paratransit service for residents within one mile of fixed routes on a reservation basis from origin to destination. The City also requires new developments to comply with Title 24 of the 2025 California Building Code to ensure that all new construction meets accessible design standards, thus ensuring that all new housing is accessible to all residents regardless of disability. Additionally, the City ensures that older housing that may not meet the same accessibility requirements can

be adapted as needed by amending the City's reasonable accommodation procedure (Program 4-1), discussed in the Constraints section of this Housing Element, and by administering the Rehabilitation Loan Program for both single-family and multifamily units (Program 3-1).

Public Infrastructure and Facilities

In addition to the opportunities analyzed previously, the City of South Lake Tahoe has a variety of public services, facilities, and infrastructure in place to serve residents. These include a new recreation center, pedestrian and bicycle facilities, and parks or other outdoor recreation facilities.

The South Lake Tahoe Library is a branch of the El Dorado County Library system and serves not only as a receptacle of books, but also an important community gathering place for social and cultural events. While there is only one library within the city, it is currently of sufficient size to serve the population of South Lake Tahoe, is centrally located along Lake Tahoe Boulevard, and has an adjacent bus stop for convenient access via public transit. To ensure that it continues to meet the needs of the community, the following policy has been identified in the Public/Quasi-Public Facilities and Services Element of the General Plan:

- **Policy PQP-7.5: Public Library Expansion.** The City shall coordinate with El Dorado County to expand public library facilities in South Lake Tahoe.

Internet connectivity is also becoming a more integral part of connectivity and is a vital component of public infrastructure. Currently, residents of South Lake Tahoe have internet access through AT&T, Spectrum, EarthLink, Oasis Broadband, Starlink, and Viasat. High-speed reliable internet and affordable rates are becoming increasingly necessary for schoolwork, employment, and other purposes. Despite growing availability, high-speed internet access in South Lake Tahoe is challenged by the region's frequent power outages, which can disrupt service. Cell signal access also varies by neighborhood, and connectivity is further strained during peak tourist seasons when visitor density reduces available network capacity. These conditions can limit residents' ability to work remotely or access online services, reinforcing barriers to economic opportunity for lower-income households who may lack alternative means of access. However, there is no known geographic disparity of access in the city.

While environmental health is analyzed as an individual factor relating to fair housing, the distribution of and types of parks and recreation facilities are an important component of public infrastructure. As discussed previously, South Lake Tahoe's location in the Tahoe Basin provides all residents access to trails, forests, lakes, and other natural amenities in the Tahoe National Forest. Within city limits, however, there are also a range of public recreational facilities to promote healthy lifestyles for residents and visitors. These include Bijou Community Park, City of Lake Tahoe Campground, City of South Lake Tahoe Recreation & Swim Complex, El Dorado Beach, and Lakeside Beach, among others. These facilities, as well as pedestrian and bike paths and routes, are available throughout the city, so there is no known disparity in access to these facilities. To further enhance the quality of life for all residents through recreational facilities, the City has identified the following strategies in the City's Strategic Plan 2025-2030:

- **Priority 7: Recreation and Equitable Access for All.** Address gaps in recreation facilities and services, and multi-modal infrastructure.

  This priority includes action items to complete the new Recreation and Swim Complex (while maintaining the current complex in the meantime), implement the Vision Zero Plan, increase connectivity and safety, evaluate public pier options, evaluate the possibility of building and

maintaining a park in every neighborhood (pocket parks), partner for senior services, and continue to improve access for people of all abilities to all public spaces.

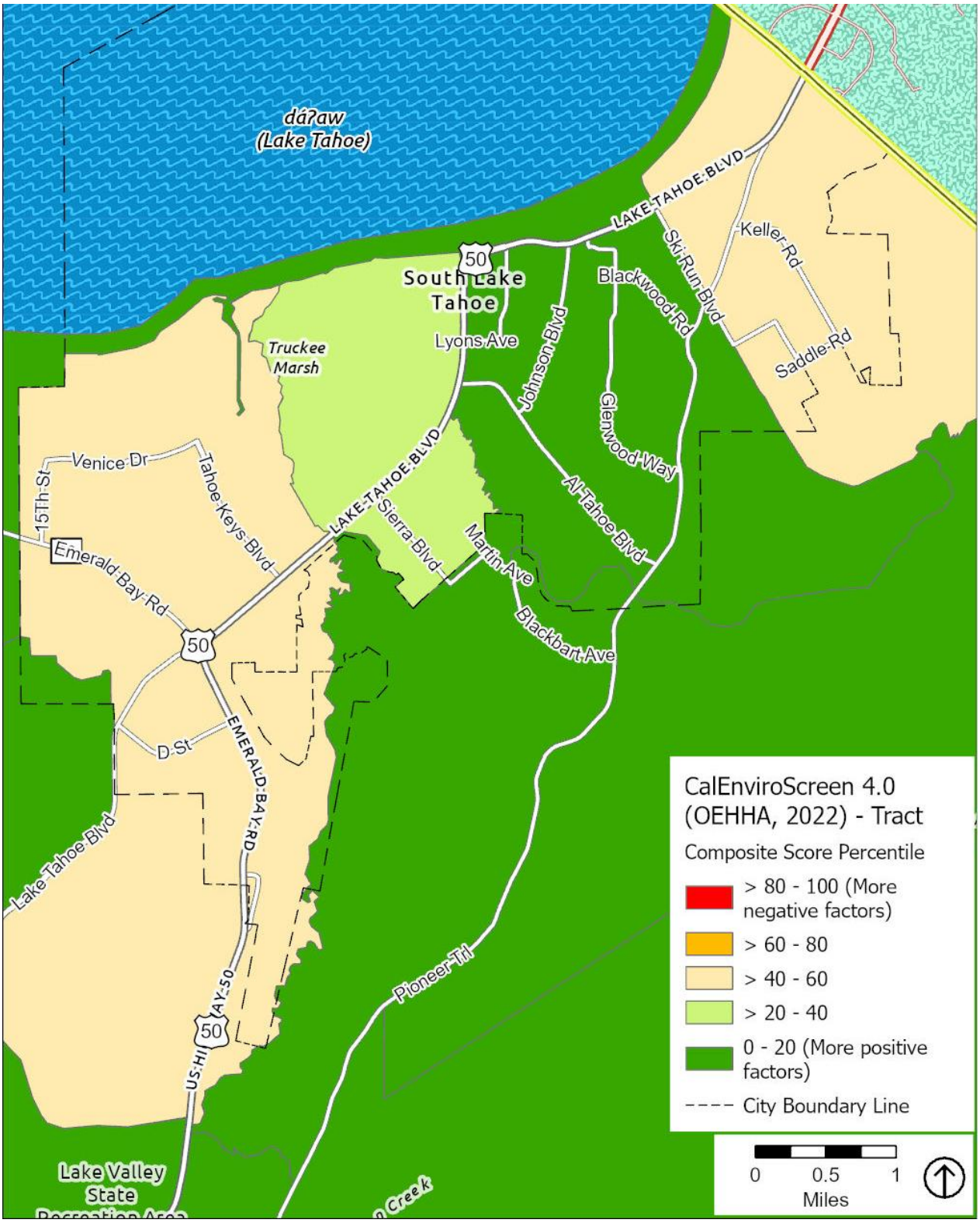
4.4.2.3 Disproportionate Housing Need and Displacement Risk

Overcrowding

As shown in Table 4-15, overcrowding is a more significant problem among renters than owners in South Lake Tahoe, despite a decline in this housing issue since 2010. In 2024, 8.9 percent of renters and 3.8 percent of owners living in overcrowded situations, compared to 7.7 and 1.7 percent, respectively, in 2017. Unlike the decline observed between 2010 and 2017, overcrowding increased between 2017 and 2024 for both renters and owners, suggesting that rising housing costs and limited supply have affected residents. Severe overcrowding (more than 1.5 persons per room) also increased, rising from approximately 1.1 percent of all South Lake Tahoe households in 2017 to 2.4 percent in 2024, with renters accounting for the vast majority of severely overcrowded households. Additionally, according to the 2018–2022 ACS (Figure 4-14), the rate of overcrowding is higher in the area east of Ski Run Boulevard (approximately 5 to 10 percent of households at the tract level, affecting the east side of the city, located in Census Tracts 316.01, 302.01, and 302.02), with all other tracts in the city falling below 5.0 percent of households being overcrowded (Figure 4-14). The commercial portion of the Tourist Core Area Plan has a significant number of service industry positions, which are typically low wage, and may employ residents from the residential areas east of Ski Run Boulevard. The concentration of low-wage jobs has likely resulted in the need for residents to "double up" with other families or live in units too small to comfortably fit their household to afford rent. Overcrowding typically means that either appropriately sized housing is unaffordable or unavailable to current residents. In either case, this results in an increased risk of displacement for households living in unit types that do not meet their needs.

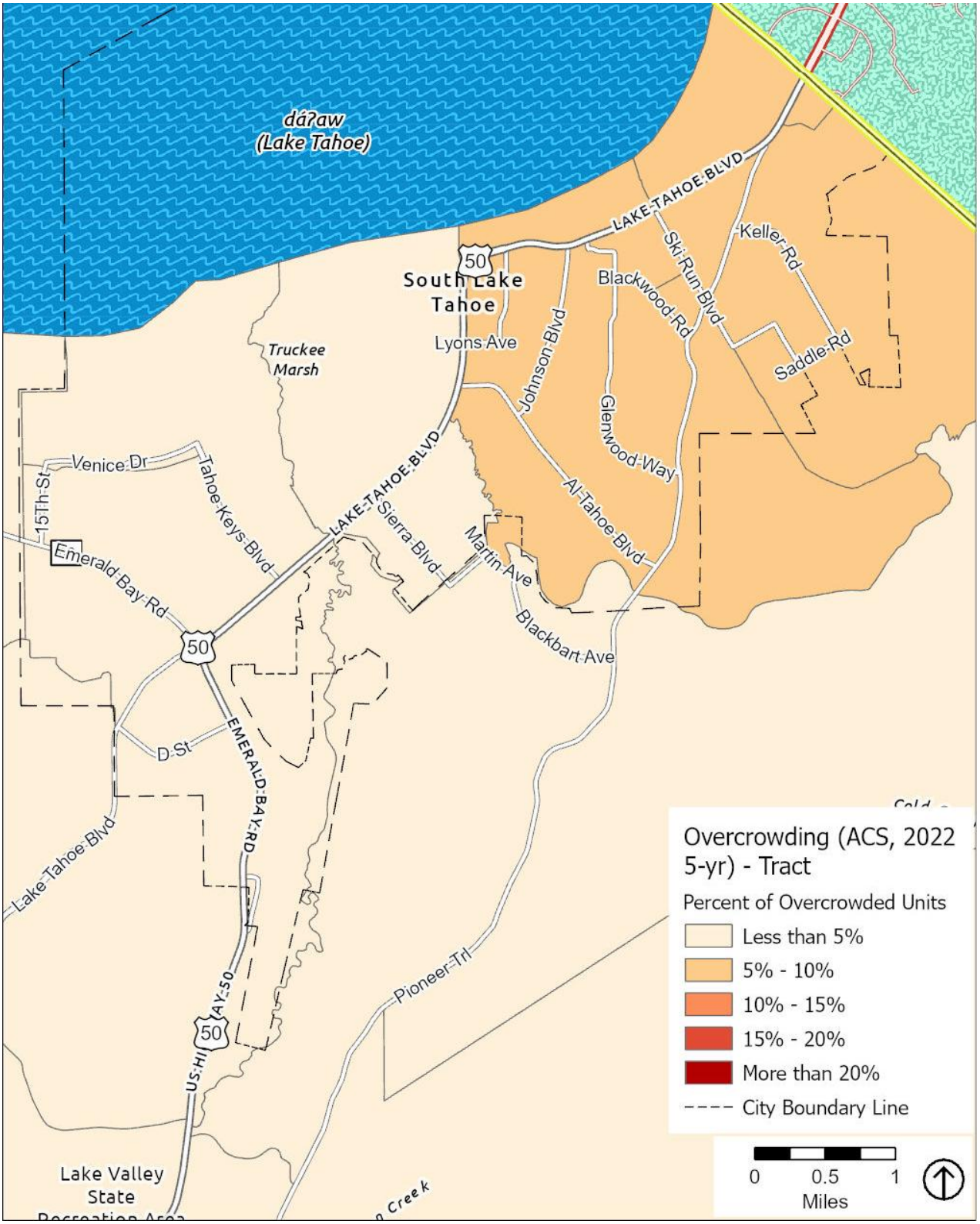
While the rate of overcrowding is low in other areas of South Lake Tahoe, there is a disconnect between housing unit size and family size in the residential portion of the area east of Ski Run Boulevard, likely tied to affordability. The area east of Ski Run Boulevard and Bijou have more high-density residential and smaller housing units, on average, than other neighborhoods in South Lake Tahoe, such as Tahoe Keys and Al Tahoe. The area east of Ski Run Boulevard also has elevated rates of families with children across multiple household types. Some census tracts in this area have high concentrations of children in married-couple households, while other tracts show 20.0 to 40.0 percent of children residing in female-headed households (see Figure 4-10). Together, these patterns indicate a significant concentration of families with children in the eastern area, and the presence of female-headed households with children is notable given that the renter-occupied households are also concentrated here. Further, with the highest rates of poverty and non-White residents, this area indicates patterns of concentration of minority and low-income households facing displacement risk due to a variety of fair housing concerns. While overpayment rates are higher elsewhere in the city, many residents here are still cost burdened, compounding the displacement risk presented by overcrowding.

FIGURE 4-13: CALENVIROSCREEN 4.0



Source: PlaceWorks, 2026; CalEPA OEHHA 2022, census tracts

FIGURE 4-14: OVERCROWDED HOUSEHOLDS



Source: PlaceWorks, 2026; ACS, 2018-2022

While overcrowding exists throughout the Tahoe and El Dorado County regions, it is largely concentrated in South Lake Tahoe. On the western slope, rates of overcrowding range from less than 1.0 percent of households to approximately 6.0 percent of households, with significantly lower rates found in communities along the Highway 50 corridor toward Sacramento than in South Lake Tahoe. West of the City of South Lake Tahoe limit, ACS data indicates that no units are overcrowded, likely due to the increased number of short-term rental units and larger housing units in general. Throughout the SACOG region, overcrowding rates have stayed relatively stable and low since 2010, though South Lake Tahoe, and El Dorado County overall, are the only areas in which both renter and owner overcrowding have decreased since 2010. To continue to reduce incidence of overcrowding and reduce displacement risk as a result of overcrowding, the City will continue to provide incentives for conversion of second homes to affordable units (Program 3-9) and will provide information to landlords on the benefits of advertising their units to Section 8 voucher holders and avoiding discrimination based on income (Program 5-2).

Overpayment

A household is considered to be "overpaying" when they are spending more than 30.0 percent of their income on housing costs. This increases the risk of displacing residents who are no longer able to afford their housing costs. Several stakeholders identified rising rent prices as a fair-housing concern that contributes to an increase in overpayment among renters. As shown in Figures 4-14 and 4-15, overpayment is a widespread issue throughout South Lake Tahoe. According to CHAS, in 2018-2022, approximately 42.1 percent of all households were paying more than 30.0 percent of their income on housing, and of these, 50.0 percent were severely overpaying (paying more than 50.0 percent of their income). Throughout the city, 50.2 percent of renters and 31.8 percent of owners are overpaying for housing. Compared to prior reporting periods, renter overpayment has increased while owner overpayment has declined, likely reflecting rising rents alongside the stabilizing effect of fixed-rate mortgages secured before recent interest rate increases. While this presents a citywide barrier to fair housing, Figure 4-15 demonstrates that owner overpayment is now distributed broadly across the city, with most tracts having rates in the 40.0 to 60.0 percent range. Tracts on the northeast side of the city show relatively lower owner overpayment at 30.0 to 40.0 percent. The eastern area of the city south of Pioneer Trail and east of Keller Road has the lowest rate of owner overpayment at less than 20.0 percent. In contrast to the now-citywide pattern of high overpayment, renter overpayment (Figure 4-16) follows a similar geographic pattern. The highest renter overpayment within city limits occurs at the city's southeast tracts, where renter overpayment rates are between 60.0 and 80.0 percent. The majority of census tracts in the city have renter overpayment rates in the 40.0 to 60.0 percent range. The central area of the city north and west of US Highway 50 but east of Tahoe Keys has the lowest renter overpayment within the city, at a rate between 30.0 and 40.0 percent. Overpayment remains a citywide issue in South Lake Tahoe and is not confined to any single neighborhood or income group and this was identified by stakeholders in community workshops and consultations. Throughout the TRPA and SACOG regions, overpayment is prevalent among both renter and owner households, though has been an increasing problem for renters in the last decade. Overpayment in the Tahoe region is more significant in areas of concentrated tourism where the service industry is a major employer, as is the case in South Lake Tahoe. Low wages and seasonal jobs have expanded the issue over time throughout the region. While overpayment is slightly lower outside of tourism centers, this is likely because of a shortage of rental housing and distance from jobs rather than the presence of more affordable housing options.

To address displacement risks from overpayment, the City has included several programs to increase the supply of affordable housing (see Table 4-45).

Substandard Housing

In addition to extensive overpayment, approximately 87.0 percent of the housing stock in South Lake Tahoe is older than 30 years and may need repairs. As discussed previously, the City conducted a housing condition survey in 2019 and found that approximately 3.8 percent of the housing stock needs minor repairs, and 1.2 percent need moderate to substantial repairs. Just 0.1 percent were considered dilapidated. The most common structural issue (48.0 percent) was the poor condition of driveways; only 17.0 percent of structural issues were regarding habitability issues (e.g., siding, roof, foundation, and windows). The Tahoe Sierra neighborhood was found to have the highest incidence of homes needing repair or rehabilitation, though this was just 0.5 percent of surveyed units. This indicates that the need for repairs is relatively evenly distributed across the city, with no significant concentrations of rehabilitation need that would indicate a disproportionate displacement risk.

However, El Dorado County Fair Housing reported in their consultation with the City that one of the primary complaints that they receive are regarding poor home condition, typically from deferred maintenance on older homes or absentee owners that are resistant to making repairs. This feedback is consistent with issues raised in the City's Housing Hotline and Multifamily and SRO Inspection Programs. The Housing Division receives approximately 935 calls annually through the Housing Hotline. Some of these calls are referred to other agencies for assistance, such as Legal Services, City Code Enforcement, and Tahoe Coalition for the Homeless. Additionally, many complaints are resolved through mediation conducted by Housing Staff without escalated enforcement. However, approximately 20 complaints a year do require escalated and prolonged enforcement, the process of which can extend for a series of months. In June 2026, the Housing Hotline reported that the primary complaints received regarding substandard housing conditions were related to lack of functioning utilities (gas, electricity, heating, hot water), plumbing issues, pest infestations, and mold or water intrusion. City staff confirms these complaints and adds bed bugs and pest infestations are also recurring issues. The substandard housing complaints are frequently accompanied by civil legal disputes with tenants withholding rent due to unaddressed conditions, while landlords pursue eviction for nonpayment. This is creating a cycle that heightens displacement risk for the most vulnerable residents. Representatives from the Hotline reported that the age of the housing stock in South Lake Tahoe, paired with extreme weather, has resulted in deterioration in many structures, though not all. To address concerns of substandard housing conditions, the City operates the Multifamily Inspection Program for all developments with six or more units and has successfully improved the overall quality of the housing stock. As part of this program, 193 site visits were conducted to multifamily properties in 2025, covering 1,851 units, and 553 SRO units were also inspected. When a unit fails an inspection, an inspection report is provided to the owner with a deadline to comply. Coordination between the Housing Hotline and SRO/Multifamily Inspection Program results in timely resolution of many substandard housing issues.

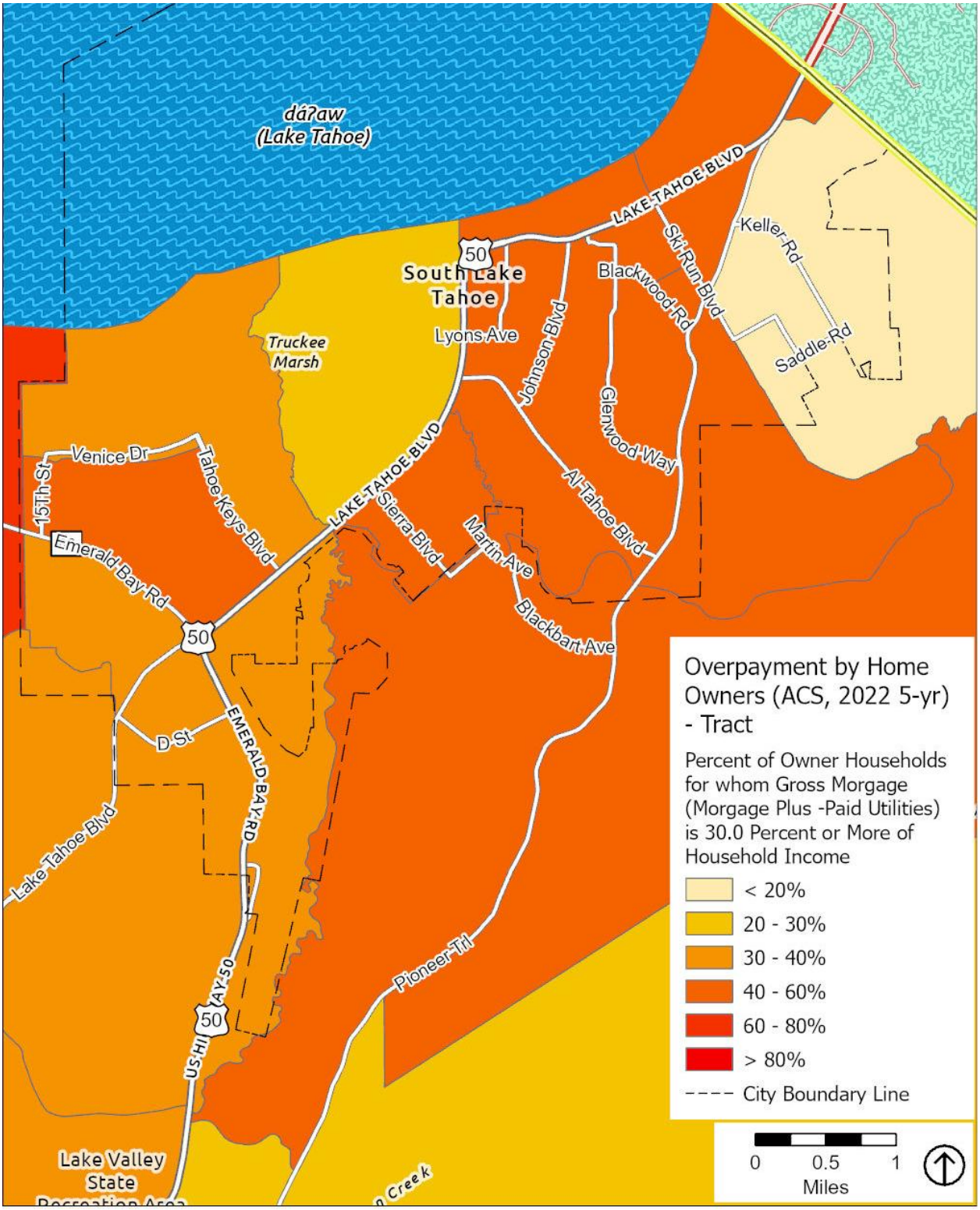
Due to the scarcity of affordable housing, some tenants may be hesitant to submit maintenance requests to their landlord or property manager for fear of retaliation, such as unjust eviction or rent increases, and therefore cases may be underreported to El Dorado County Fair Housing. Lower-income renters are particularly at risk of displacement because of poor housing conditions if retaliation occurs, as there are limited alternative housing options. This sentiment was also echoed by several agencies during the stakeholder consultations. The City is aware of this resident concern and aims to proactively address

substandard housing conditions through the inspection programs, which result in the City requiring maintenance by the home or property owner rather than a request from the tenant.

For those homes that do need moderate to substantial repairs, the cost of repairs can be prohibitive, resulting in the owner or renter living in substandard housing conditions or being displaced if the house is designated as uninhabitable or during rehabilitation. To prevent displacement of these occupants, the City will develop a program to provide financial assistance for residential rehabilitation (Program 3-1) and will proactively inspect multifamily housing projects for rehabilitation need (Program 3-2), and will partner with organizations, employers, and nonprofits to establish a multifamily acquisition and rehabilitation program (Program 3-8).

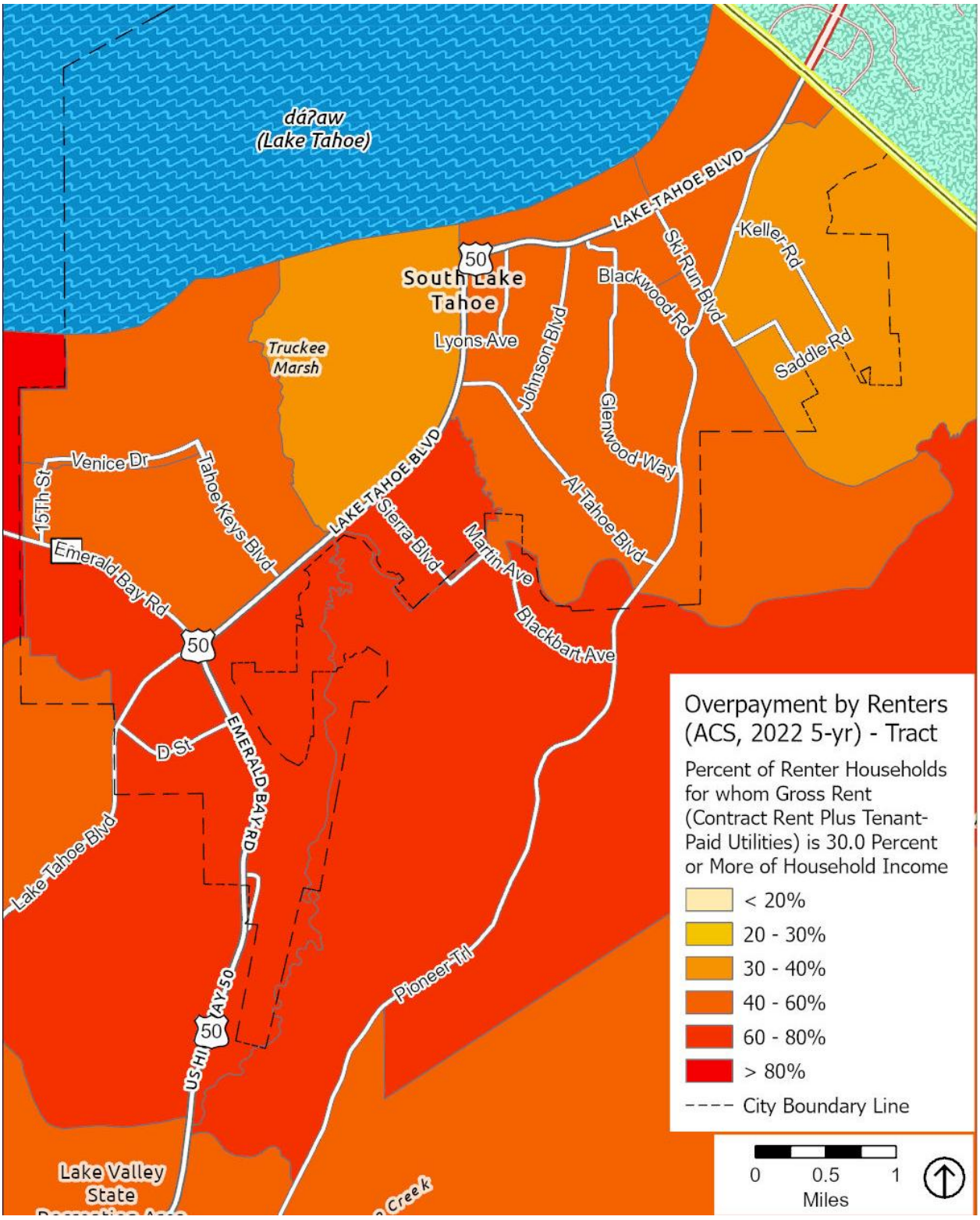
Across El Dorado County, nearly three-quarters of the housing stock is older than 30 years. This segment includes the relatively new communities of Cameron Park and El Dorado Hills, where winter weather is also milder. North of the suburban communities that largely serve the Sacramento region, such as Cameron Park and El Dorado Hills, the housing stock in El Dorado County is aging. While CHAS data on substandard housing is incomplete in El Dorado County, it can be assumed that South Lake Tahoe's housing rehabilitation need is similar to, or lower, than most communities within the Tahoe Basin part of the El Dorado County region due to a relatively high median income, meaning many homeowners can afford repairs.

FIGURE 4-15: HOMEOWNERS OVERPAYING FOR HOUSING



Source: PlaceWorks, 2026; ACS, 2018-2022

FIGURE 4-16: RENTERS OVERPAYING FOR HOUSING



Source: PlaceWorks, 2026; ACS, 2018-2022

Homelessness

As discussed in the Special Housing Needs section of the Housing Needs Assessment, there are approximately 131 unsheltered homeless persons living in El Dorado County according to the 2026 PIT count of the homeless population (see Table 4-31). This count is conducted in January when it is expected that the city's homeless population is at its lowest, compared to summer months when the population increases. The homeless population is relatively transient based on weather, and as such, demographic characteristics for the broader county population may represent those that reside in South Lake Tahoe on any given day.

According to the El Dorado Opportunity Knocks Continuum of Care, the 2026 PIT count identified a total of 278 people experiencing homelessness countywide. Of those for whom race/ethnicity was known, approximately 11.6 percent identified as Hispanic or Latino, and 28.3 percent identified with a race other than White (race/ethnicity was unknown for 29 percent of the total population). Seventy-four adults (about 26.6 percent of the total population) reported having a mental health issue, and nine adults (about 3.2 percent) indicated they are veterans. The 2026 PIT count identified a total of 278 people experiencing homelessness countywide. While homeless persons did not identify as other protected classes, minority populations are not disproportionately represented in the homeless population compared to the total population of South Lake Tahoe, though persons with cognitive disabilities are disproportionately represented, indicating a need for targeted assistance and outreach for this population. As such, the City has identified Program 4-2 to work with at least one organization that provides services to persons with developmental disabilities and/or the Alta California Regional Center to identify specific strategies to address displacement risk and homeless services for persons with developmental disabilities. The City met with the Alta California Regional Center in April 2026 to begin identifying partnership opportunities for the coming planning period.

Currently, services for homeless persons are limited in South Lake Tahoe. There are no shelters in the city and most persons experiencing homelessness rely on motels and camping for places to stay. However, the point-in-time homeless estimate collected by HUD's CoC Homeless Assistance Programs Homeless Populations and Subpopulations Reports for South Lake Tahoe is significantly smaller than the homeless estimate on the western slope of the county. Regardless, to compensate for the lack of emergency shelters, in 2021, TCH obtained CARE and HomeKey funds to purchase three motels in South Lake Tahoe (Bear's Den Inn, Red Lodge, and Bird's Nest) to offer a non-congregate option. Most of the 72 units across the three properties have since been converted from motel rooms to residential units, and the properties now serve as permanent supportive housing restricted to households at or below 30.0 percent of AMI. Some units have shifted uses to create accessible units. Rehabilitation of Bear's Den Inn (22 units) was underway as of 2025 with $1.7 million in CDBG funds, and the City maintains a formal Memorandum of Understanding (MOU) with TCH to coordinate operations. In addition to these housing resources, the El Dorado Opportunity Knocks CoC has allocated HHAP funds to Housing El Dorado to administer a Homelessness Prevention Program serving El Dorado County residents. The program provides up to $1,500 per household for eligible costs, including moving expenses, security deposits, rental arrears, ongoing rental assistance, and rental application fees. Households seeking assistance are referred to designated local agencies, who coordinate intake through the HMIS and obtain approval from Housing El Dorado. While Housing El Dorado's primary service area is the western slope of El Dorado County, this prevention program includes South Lake Tahoe, providing meaningful intervention to prevent homelessness among at-risk residents. The City does not directly administer emergency rental assistance but refers residents to this program and to other applicable resources.

The City has committed to increasing the availability of services for those experiencing homelessness by working with jurisdictions to address the needs of homeless residents and identify potential sites for an emergency shelter (Program 4-2).

Displacement Risk

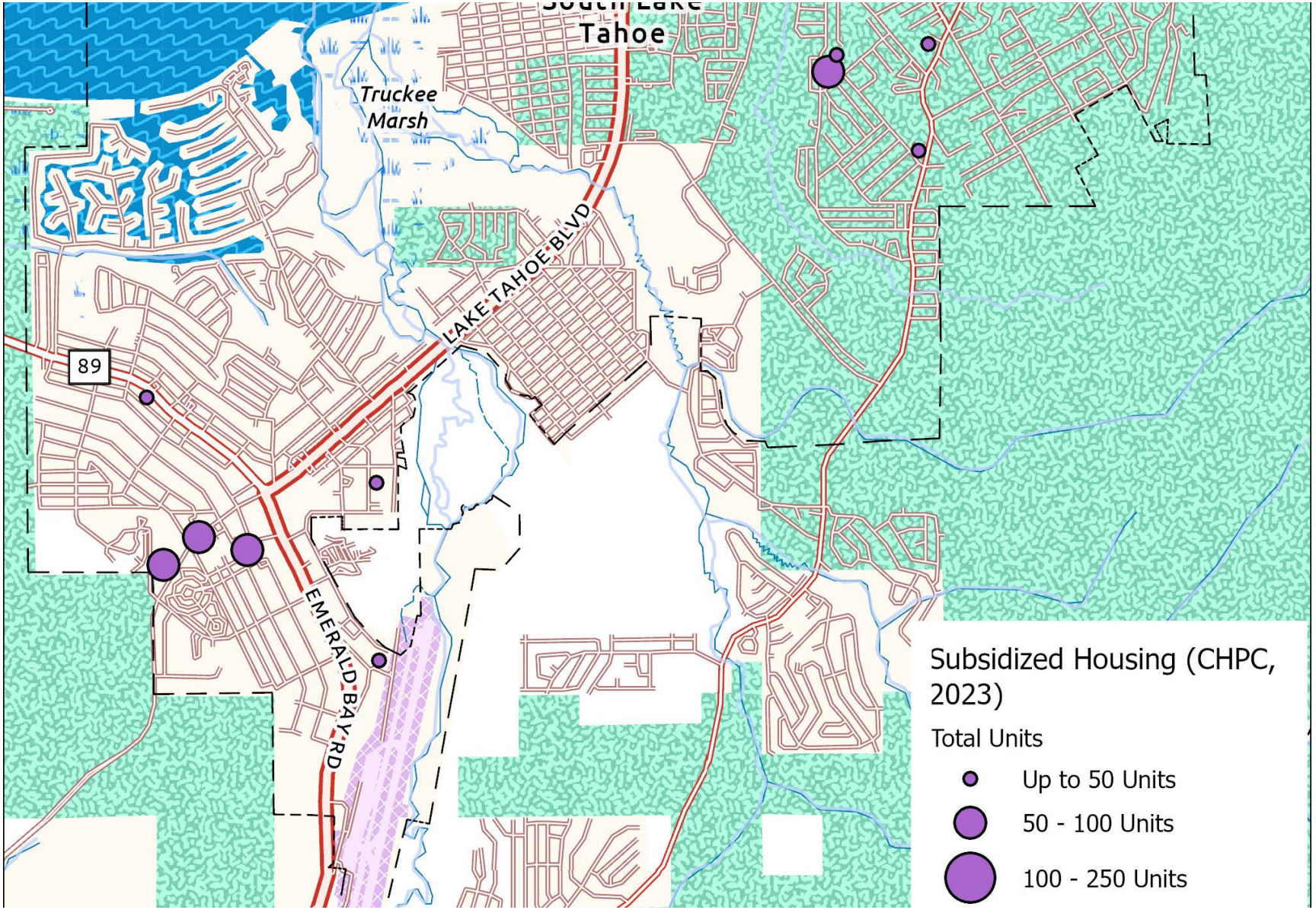
Displacement occurs when a household is no longer able to remain in their home for any number of reasons. There are several indicators of displacement risk that include overcrowding, overpayment, and substandard housing conditions. Other key indicators include an increase in home prices and rents, low vacancy rates, and wage increases that are less than home price increases. Displacement can result in the loss of home, or the loss of community if there are no alternative housing options.

Availability and Location of Housing

Shortage of housing units can also increase displacement risk as households seek units that align more closely with available income. The shortage of vacant and units affordable to locals creates barriers to housing mobility opportunities. As discussed previously, while vacancy rates in South Lake Tahoe appear to be high on paper, approximately 84.0 percent of the 7,143 vacant units (5,975 units) are classified as seasonal, recreational, or occasional use per the 2024 ACS. This inflated vacancy rate makes it appear that housing should be available for all permanent residents, while this may not actually be the case. A low vacancy rate may result in households that are currently living in overcrowded situations, substandard housing conditions, or overpaying for housing to be unable to move to a more suitable location due to lack of availability. This barrier to mobility can result in households being at an increased risk of displacement from their home or community because of lack of housing options.

Figure 4-17 identifies the locations of existing deed-restricted affordable housing in the city. The areas where lower-income sites are located are close to amenities and transit and in the most walkable areas of the community, deemed Town Centers. The Tourist Core Area Plan and Tahoe Valley Area Plan identify Town Centers in the city. The City has multiple programs in place to incentivize development in these areas due to their proximity to services and amenities, as well as due to the appropriate zoning to allow for higher-density development, which is more financially feasible for affordable housing development. A significant addition to the City's affordable housing stock is Sugar Pine Village, a 248-unit affordable development at 1888 Lake Tahoe Boulevard developed by Related California and Saint Joseph Community Land Trust on State of California surplus land. Phase 1A (68 units, serving households at 30.0–60.0 percent AMI) opened in fall 2024, Phase 2A (60 units) was completed in fall 2025, Phase 1B (60 units) was completed in summer 2026, and Phase 2B is pursuing financing. All units are deed-restricted for 55 years at 30.0–80.0 percent AMI. Additionally, the City is in predevelopment for a 75-unit affordable housing project at 3900 and 3908 Lake Tahoe Boulevard. Lower-income housing will also be promoted throughout the city through promotion of incentives to provide long-term rentals of second homes and spare rooms to low- and moderate-income households (Program 3-9), and encouraging property managers and landlords of existing rental units to advertise them to Section 8 voucher holders (Program 5-2). Through the sites identified for new lower-income development and these programs, the City has adequate sites to accommodate lower-income development across the city in a manner that will promote access to services and resources as well as increase mobility opportunities and reduce displacement risk from each resident's chosen community within South Lake Tahoe.

FIGURE 4-17: LOCATION OF AFFORDABLE HOUSING



Source: PlaceWorks, 2026; CHPC, 2023

Investment Patterns

Investment can be for routine maintenance of public infrastructure, such as roadways, as well as larger projects that address public need, such as parks and recreation facilities, office buildings, and more. Historically, investment in the City of South Lake Tahoe has been prioritized based on need, which has prevented disinvestment in any particular area of the city.

Priority maintenance of roadways is determined by the City's Public Works Department, using a Pavement Management System that is a database of existing conditions of the roadway structure. A field inspection of the roadway provides an assessment of the pavement distress. Distresses are then quantified by segment and a score is assigned. This system allows the Public Works Department to analyze roadway maintenance and rehabilitation needs at proper intervals. A similar process is used for other maintenance projects, which ensures that public infrastructure remains in similar condition throughout the city.

The City's Vision Zero Action Plan identifies Highway 50 (Lake Tahoe Boulevard), Highway 89 (Emerald Bay Road), and Pioneer Trail as high-collision corridors with a documented history of collisions and fatalities. Safe Routes to Schools plans are in place to address pedestrian safety near schools. Sidewalk infrastructure is largely absent outside of arterial streets; older neighborhoods, including Al Tahoe and Bijou, have smaller street widths that limit the ability to add pedestrian and bicycle infrastructure. In addition, many of the streets require complete reconstruction or rehabilitation, which, due to significant costs, delays the ability to add more active transportation infrastructure. These gaps in walkability and pedestrian safety disproportionately affect lower-income residents who rely on active transportation. The City now has dedicated funding to roads which is allowing more streets to be in better conditions and improved mobility infrastructure for all users. Additional recently completed and ongoing capital projects include the Tahoe Valley Stormwater and Greenbelt Improvement Project (Phase 1 complete; Phase 2 ongoing), the Upper Bijou Park Creek Watershed Restoration Project, the Pioneer Trail Pedestrian Improvements Phase 2, the Stateline Complete Streets project, a Citywide Pipe Replacement Project, a Citywide Drainage Master Plan, and the James-Eloise Drainage project, among others included in the City's Five-Year Capital Improvement Plan. Since 2016, the South Tahoe Public Utility District has also installed 19 new gravity mains and 22 pressure mains within and adjacent to the city, reflecting sustained investment in water and sewer infrastructure.

These projects, among others, improve connections between neighborhoods, to necessary services, and improve environmental health through reduced reliance on vehicular transportation and improved water quality through erosion control. The City will continue public investment throughout the city, and will encourage the same from private investment, so all residents have access to improved transportation, safer streets, additional recreational amenities, and other outcomes of public and private investment. In instances where infrastructure improvements are required to support housing and residents without vehicles, the City will ensure these projects are included in the City's Capital Improvement Plan (Program 5-1).

Environmental Disasters

Almost all of South Lake Tahoe is considered a Very High Fire Hazard Severity Zone (VHFHSZ) according to the California Department of Forestry and Fire Protection (CAL FIRE), due to its location at the wildland-urban interface (WUI). Those areas that have not been identified as a VHFHSZ are Tahoe Keys, a waterfront community, and the Truckee Marsh, both of which have been identified as regulatory floodways by the Federal Emergency Management Agency (FEMA). However, the Tahoe Keys community, built in the 1960s, was constructed with flood prevention standards for home protection and to reduce flood risk, and the Truckee Marsh is an undevelopable wetland habitat. To protect further development from flood risk, the City adopted a Floodplain Management Ordinance in 2001. The ordinance provides direction for new and existing developments within special flood hazard areas and is compliant with the California Department of Water Resources (DWR) standards. DWR most recently reviewed and approved the ordinance in 2021. Additional, more restrictive, floodplain development standards in the Regional Plan for the TRPA and the Lahontan Basin Plan are also referenced in the City's Floodplain Management Ordinance. Although localized flooding in areas of poor drainage may occur, given that current residential development in the floodplain has protections in place, and future development is required to follow DWR-compliant development standards, flooding associated with identified floodways does not present a large-scale risk for residents of South Lake Tahoe. However, localized flooding due to inadequate drainage infrastructure affects a number of specific neighborhoods throughout the city. High-intensity, short-duration storm events can overwhelm dirt swales, ditches, and undersized culverts and inlets, producing flash-flooding effects even outside of FEMA-designated floodways. The highest-need areas for drainage improvement are concentrated in the Bijou Park Creek watershed, portions of Bijou off Johnson Boulevard, the Glenwood neighborhood, the Tahoe Island area, the western portion of the Al Tahoe neighborhood, parts of the Tahoe Keys area where aging pipes and lagoon backflow reduce drainage capacity, the States Streets area, and Western Tahoe Sierra streets. These drainage deficiencies affect housing conditions and the long-term habitability of affected neighborhoods, and the City has included drainage infrastructure improvements in its Capital Improvement Plan to address these issues. No significant natural disaster events displaced residents from the city during the last planning period, though isolated multifamily structure fires resulted in temporary displacement; in those cases, property owners assisted affected households in relocating.

Severe weather events deeply impact properties throughout the Lake Tahoe Basin. The historic 2022-2023 winter delivered 677 inches of snow, making it the snowiest winter in 70 years. The various atmospheric rivers caused downed trees, which impacted properties and led to widespread power outages. In addition, the severe snow weight on roofs led to some severe structural issues, including roof collapses and some properties being red-tagged and deemed unsafe. The melting snow also placed extreme pressure on local stormwater infrastructure, leading to more flooding issues.

Wildfires, however, present a significant threat to infrastructure and housing in the city, influencing development capacity due to the boundaries of the El Dorado National Forest and Desolation Wilderness and affordability as homeowners face increasing fire insurance rates. Displacement risk from fires affects all households, but particularly those at the edges of the city and for those unable to afford the cost of fire insurance. Lower-income households are disproportionately burdened by the cost of insurance, which may result in these households being unable to afford homeownership or being displaced from the city outright. While disasters are outside of the City's control, the City will continue to implement the *Lake Tahoe Basin Multi-Jurisdictional Wildfire Prevention Strategy,* and has included an action in Program 5-3 to promote

organizations and programs that assist landowners to protect their home from fires, such as the National Fire Protection Association's Firewise USA program and CalFire's Landowners Assistance and wildfire preparedness informational tools. Further, the City will enforce vegetation management risk of fires moving from wildland areas to developed properties and reduce property loss during fire events.

In the SACOG region, there are many areas that have been designated by CAL FIRE as High or Very High Fire Hazard Severity Zones. CAL FIRE updated its FHSZ maps in 2022, with the updated maps finalized and effective April 2024, replacing the prior 2007 maps. Properties throughout the Lake Tahoe region, including within South Lake Tahoe, are designated VHFHSZs under these updated maps. In many cases throughout the SACOG region, homeowners have been dropped from their fire insurance plans only to find that new plans are more than twice the cost. The California Insurance Commissioner has declared a "statewide insurance crisis," with private insurers writing approximately 28.0 percent fewer homeowners policies statewide in 2023 than in 2020 and 788,485 policy non-renewals recorded in 2023 alone.[14] El Dorado County is ranked among the 10-highest wildfire-exposure counties in California by the California Department of Insurance. California's FAIR Plan[15] grew from approximately 242,000 residential policies in 2021 to over 642,000 by 2025, a 165.0 percent increase, reflecting the degree to which private insurers have exited fire-prone markets. The cost of fire insurance, as well as the threat of destruction due to fire, presents a significant displacement risk for homeowners throughout the SACOG region, including the City of South Lake Tahoe. The *Lake Tahoe Basin Multi-Jurisdictional Wildfire Prevention Strategy* and actions identified in Program 5-3 are steps the City intends to take to help reduce the threat of home loss due to environmental disasters.

4.4.2.4 Other Relevant Factors

History of TRPA and Development

South Lake Tahoe is within the Tahoe Basin and has a unique regulatory system enforced by both TRPA and the City. The city's location within a high tourism area has resulted in many fair housing issues identified in this assessment, including:

- Seasonal employment peaks tied with a shortage of housing for all income levels;
- Dominance of short-term rentals and seasonal homes depleting the housing stock; and
- Concentrations of low-wage service industry jobs that have not kept pace with rising housing costs.

Many of these issues likely stem from the history of tourism in the Tahoe Basin, including South Lake Tahoe. South Lake Tahoe saw its first significant wave of growth in the 1960s when several motels were constructed to serve as lodging for the 1960 Olympics in nearby Squaw Valley (renamed to Olympic Valley). Following this event, tourism continued to grow in the city as skiing became a popular winter recreational activity and people began to retreat to Lake Tahoe for other recreational opportunities. Given this history, historic public investment was largely focused on maintaining quality infrastructure to support

[14] California Department of Insurance, 2025, Reform made real, press release. https://www.insurance.ca.gov/0400-news/0100-press-releases/2025/release052-2025.cfm.

[15] California Department of Insurance, 2025, "FAIR Plan Fact Sheet," https://www.insurance.ca.gov/01-consumers/200-wrr/upload/CDI-Fact-Sheet-Summary-on-Residential-Insurance-Policies-and-the-FAIR-Plan-v-011325-2.pdf.

the tourism industry. However, while tourism has supported ongoing public investment prioritized based on need throughout the community, VHRs in addition to second homes also became a dominant force that influenced access to housing for permanent and seasonal residents.

VHRs have always been a part of the tourism industry but there was a notable increase in the supply of these units in the 2000s with the boom of online short-term rental platforms such as VRBO and AirBnB, among others. As managing VHRs became a more streamlined process for homeowners, the supply increased. Other factors that further increased the presence of second homes (some of which were VHRs) in the rental market included the economic downturn of the mid- to late-2000s, during which housing prices dropped and some homeowners were able to purchase second homes for personal or rental purposes. The COVID-19 pandemic resulted in a more recent spike in demand for rental units in the Tahoe Basin as schools moved to remote learning and more jobs allowed employees to work remotely, allowing households to move out of urban areas into more rural communities.

To address the constraints on the housing market due to the presence of VHRs, the voters passed Measure T in 2018, which effectively banned VHRs in residentially zoned areas within the city limits after December 31, 2021. The intent was to reverse the trend of converting long-term rental housing to short-term rentals. However, in March 2025, the El Dorado County Superior Court struck down Measure T, ruling the permanent-resident exception, a provision that allowed homeowners who resided at their property for the majority of the year to short-term rent their home for up to 30 days annually through a VHR permit, unconstitutional under the Dormant Commerce Clause. The City declined to appeal in April 2025, and a new vacation rental ordinance (Ordinance 2025-1200) took effect July 17, 2025, reinstating a permit-based VHR framework. The new ordinance establishes a 150-foot buffer between permitted VHRs outside the Tourist Core, requires mandatory noise monitoring and a 24/7 local manager, and limits issuance to 150 permits per month on a first-come, first-served basis**.** In March 2026, the City Council adopted further amendments to the VHR ordinance (second reading March 24, 2026; effective April 23, 2026) that removed the 150-foot buffer requirement entirely and replaced it with a citywide cap of 900 VHR permits in residential areas, along with a waitlist once the cap is reached, a minimum renter age of 25, and expanded eligibility for certain attached condominiums. The long-term impact of this regulatory shift on housing availability for permanent residents and seasonal workers remains to be seen. In addition to VHR regulation, the City has adopted policy to distribute one-third of its residential allocations provided by TRPA to the development of new multifamily units. Residential allocations are a component of TRPA's growth management policies that limit the number of residential units that may be built in each jurisdiction in the Tahoe Basin, including South Lake Tahoe. In both the 2021-2022 and 2023-2024 distribution cycles, the City was allocated 66 new market-rate units (33 per year). TRPA also distributes residential bonus units for development of new residential units restricted to low-income, moderate-income or achievable qualifying residents. In 2023, TRPA adopted Phase 2 Housing Amendments, providing new density, coverage, and height incentives for deed-restricted affordable and workforce multifamily housing projects in Town Centers. These are expected to increase the share of multifamily units developed within the City's allocation pool going forward. These processes ensure that multifamily units are added to the housing stock and incentivize development dedicated to residents with qualifying incomes.

While historic development and market trends have resulted in a dominance of lower-density unaffordable housing, the objective of actions, such as VHR regulation and new unit allocation policies, is to move in the direction of reversing these impacts and promoting the development of much-needed workforce housing.

Discriminatory Lending

Data related to home loan applications is made available annually through the Consumer Financial Protection Bureau, through the Home Mortgage Disclosure Act (HMDA). The Consumer Financial Protection Bureau provides mortgage data specific to census tracts as opposed to jurisdiction boundaries, so data for South Lake Tahoe includes small portions of unincorporated El Dorado County in tracts that expand beyond the city limit.

In 2024, White applicants accounted for 60.0 percent of all mortgage loan applications for home purchase and 63.0 percent of all originated loans in South Lake Tahoe. While Hispanic residents make up approximately 26.0 percent of South Lake Tahoe's ethnic composition, Hispanic and Latino applicants made up approximately 10.0 percent of originated loan applications and 11.0 percent of originated home purchase loans. Black applicants represented less than 2.0 percent of originated loans and Asian applicants represented approximately 3.0 percent of originated loans. The remaining applicants, whose race or ethnicity was not available or identified as joint, represented approximately 26.0 percent of originated loans, reflecting a higher representation than in South Lake Tahoe's population.

In 2024, applicants applied for three types of loans for home purchase: conventional, Federal Housing Administration (FHA), and Veterans Administration (VA) loans. Conventional loans accounted for most home purchase originations. Hispanic and Latino borrowers represented a notably higher share of originated loans relative to their share in prior analyses, suggesting improved access compared to earlier periods. However, the low participation rate by residents of minority groups may suggest difficulty building capital necessary to pursue home ownership presenting a greater barrier to economic mobility.

To address the disparities in access to financial resources for underrepresented populations, the City will coordinate with employers, service providers, and legal service providers to educate residents on rehabilitation and homeownership assistance programs, as well as other programs, to assist in financial independence (Programs 2-2, 2-7, 3-1, and 5-1).

4.4.3 Enforcement and Outreach Capacity

The City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of City policies and code for compliance with State law and referring fair housing complaints to appropriate agencies.

Any updates or revisions to the City Zoning Ordinance that are needed to comply with fair housing laws have been identified in the Housing Element programs. The City will continue to regularly review land use policies, permitting practices, and building codes for compliance with State and federal fair-housing laws.

In addition to assessing fair housing issues related to development standards, fair housing issues can include disproportionate loan rates by race, housing design that is a barrier to individuals with a disability, discrimination against race, national origin, familial status, disability, religion, or sex when renting or selling a housing unit, and more. The City ensures dissemination of fair housing information and available services through the City's Housing website. The City will continue to make fair housing information available, updating annually or as needed, on the City's website and through annual distribution of printed materials at City buildings and making materials available at community meetings (Program 5-4).

Legal Services of Northern California (LSNC) is another resource available to low-income and senior residents of El Dorado County, including South Lake Tahoe. LSNC provides services for many civil cases, including fair housing cases. LSNC staff asserted that the lack of affordable housing is one of the greatest problems their clients face, often resulting in segregation based on income in housing. They identify that the most significant barriers to fair housing include equal access to services in all communities, supply of affordable housing, and diversity in affordable housing to meet all needs. Housing supply and segregation are furthered by the presence of single-family zoning and cumbersome permitting procedures.

In their *2023 Annual Report*, the California Civil Rights Department (CRD) reported that they received 37 housing complaints from residents of El Dorado County, less than 1.0 percent of the total number of cases in the state that year (29,877). The substantial increase in statewide filings from prior reporting periods is largely attributable to the 2021 launch of the California Civil Rights System (CCRS) online portal, which significantly lowered barriers to filing complaints. As part of the Fair Housing Assistance Program (FHAP), CRD dual-files fair housing cases with HUD's Region IX Office of Fair Housing and Equal Opportunity (FHEO). HUD FHEO reported that nine cases were filed by residents of South Lake Tahoe between 2013 and 2022. Six cases alleged discrimination based on disability, two alleged discriminations due to retaliation, one alleged discrimination based on race, one based on religion, three based on sex, and one based on familial status. Cases reporting alleged discrimination on more than one protected class result in more alleged cases than total number of individual cases. In addition to these cases, 20 inquiries about discrimination were sent to HUD to determine whether a case would be valid. Sixteen of these inquiries did not report which protected class the discriminatory behavior was against, three identified discriminations based on disability, and one based on race. No inquiries or cases were made against the City or public housing authority.

As a result of a lack of specific origin data for the cases filed at each fair housing organization or agency, the City was unable to conduct a spatial analysis of fair housing cases to identify any patterns or concentrations of fair housing issues in the city.

4.4.4 Sites Inventory Analysis

The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity to foster inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the location of lower-income sites in relation to areas of high opportunity. As stated previously, per the 2026 TCAC/HCD Opportunity Maps, in the eastern area, Tract 316.01 carries a High Resource designation while Tracts 302.01, 302.02, and 316.02 carry Moderate Resource designations; in the central area, Tract 303.02 carries a High Resource designation, while Tract 303.01 is Moderate Resource; and in the western area, Tract 304.03 carries a High Resource designation, while Tracts 304.02 and 304.04 are Moderate Resource. There are no Low Resource tracts within city limits. However, as discussed in this assessment, high-opportunity areas generally correspond with the Town Center General Plan designation and the tourist area east of Ski Run Boulevard. While the area east of Ski Run Boulevard has many of the characteristics of a R/ECAP, it is also walkable, has a large commercial area that offers jobs, and has other services that many residents need and has therefore been identified as an area to promote development of housing and facilitate place-based revitalization.

TABLE 4-44
UNIT CAPACITY BY CENSUS TRACT AND INCOME LEVEL

Census Tract	Unit Capacity by Income Level					
	Lower		Moderate		Above Moderate	
	Units	Percentage	Units	Percentage	Units	Percentage
Eastern Area						
302.01	73	18%	219	85%	13	7%
302.02	0	0%	11	4%	6	3%
316.01	72	18%	1	<1%	5	3%
316.02	0	0%	7	3%	24	14%
Central Area						
303.01	38	9%	3	1%	2	1%
303.02	37	9%	10	4%	2	1%
Western Area						
304.02	175	43%	4	2%	121	69%
304.03	0	0%	0	0%	2	1%
304.04	8	2%	3	1%	0	0%
Total	**403**	**100%**	**258**	**100%**	**175**	**100%**

Source: City of South Lake Tahoe, 2026.

Percentages may not sum to 100% due to rounding.

4.4.4.1 Potential Effect on Patterns of Integration and Segregation

The sites identified to accommodate the lower-income housing need are primarily in Tract 304.02 (along Emerald Bay Road and Lake Tahoe Boulevard in the western area of the city) and Tract 316.01 (eastern area, east of Ski Run Boulevard). As discussed previously in the analysis of displacement risk, these sites are close to amenities and transit and in the most walkable areas of the community. However, as shown in Figure 4-17, existing affordable housing in the city is also located near the Town Centers, potentially concentrating lower-income households. However, high-density development is the most likely to result in deed-restricted affordable housing, a housing type that is sorely needed in South Lake Tahoe and proximity to Town Centers provides the opportunity for residents to have reduced transportation costs associated with access to employment centers and daily amenities.

While the area east of Ski Run Boulevard and south of Pioneer Trail falls within a Moderate Resource designation, it has high rates of poverty and overcrowding that result in high demand for additional affordable housing in this area. Tract 316.01 (eastern area), which encompasses the residential area east of Ski Run Boulevard, has capacity for 72 lower-income units (18.0 percent of the city's total lower-income capacity), primarily through the 3900 and 3908 Lake Tahoe Boulevard project. The sites identified in the eastern area on Ski Run Boulevard will facilitate construction of new lower-income units to increase housing mobility opportunities that may alleviate pressure on the existing housing stock that has resulted in overcrowding and low vacancy rates and will help prevent displacement of residents from the community. The sites for lower-income housing in Tract 304.02 (western area), along the Emerald Bay Road and Lake Tahoe Boulevard corridor, are within a Moderate Resource area encouraging mixed-income neighborhoods and facilitating housing mobility opportunities in higher-resource areas for lower-income households. By identifying sites to meet the lower-income RHNA across the community, the City aims to

combat potential income segregation spurred by available housing that may have resulted in existing patterns of poverty concentration.

Table 4-44 contains a breakdown of unit capacity by census tract and income level. The distribution of sites reflects an effort to spread housing opportunity across the city. Tract 304.02, in the western area of the city along Emerald Bay Road and Lake Tahoe Boulevard, accounts for 175 lower-income units (43.0 percent of total lower-income capacity) and 121 above-moderate-income units (69.0 percent of that category). Tract 302.01 (eastern area) accounts for the next-largest share of lower-income capacity at 73 units (18.0 percent), followed by 316.01, east of Ski Run Boulevard, with 72 units (18.0 percent). Moderate-income sites are distributed throughout the city with a large percentage of unit capacity in the eastern area Tracts 302.01 (219 units, 85.0 percent of moderate-income capacity) followed by the eastern area Tract 302.02 (11 units, 4.0 percent), central area Tract 303.02 (10 units, 4.0%), and eastern area Tract 316.02 (7 units, 3.0 percent). The sites identified to meet the lower- through above moderate-income unit allocation will combat existing patterns of segregation by alleviating cost burden in areas of concentrated poverty and expanding housing mobility opportunities for low-income households and will facilitate integration through development of mixed-income communities by encouraging above moderate-income housing and lower-income housing throughout the city. The City is also encouraging residential uses through the Mid-Town Area Plan. Parts of Census Tracts 303.02, 303.01, and 302.01 are covered by the Mid-Town Area Plan. This plan includes both high- and moderate-resource areas.

As discussed, the location of the sites to meet the lower-income RHNA will help to address a range of fair housing concerns in the areas with greatest need. However, to address the potential for concentration of lower-income households that results from these sites, and to facilitate additional housing opportunities for those households that do not need housing in the most walkable parts of the city, several programs have been included in this Housing Element. These include:

- Program 3-9: Incentives to provide long-term rentals of second homes and spare rooms to low- and moderate-income households to address the current shortage while integrating lower- and moderate-income opportunities in all residential areas; and
- Program 5-2: Encouraging property managers and landlords of existing rental units to advertise them to Section 8 voucher holders.

Programs such as these will supplement the sites inventory by encouraging mixed-income communities, even in neighborhoods that are largely built-out already. The sites for dedicated, high-density affordable housing will promote access to services and reduce displacement risk for lower-income households while additional programs will encourage mobility to other neighborhoods in the city and areas of concentrated affluence.

4.4.4.2 Potential Effect on Access to Opportunity

While the area east of Ski Run Boulevard (Tract 316.01 in the eastern area) has the highest concentration of jobs in the city, many of these are in the service industry and some may be seasonal. This suggests that there may be a concentration of lower-income households either living in this area or commuting here. The commercial portion of this area offers access to economic opportunities for lower-income households, largely within walking distance of the residential neighborhood. Lower-income sites in Tract 316.01 support place-based revitalization of this area**.** To provide access to resources available elsewhere in the city, however, sites for lower-income units have also been identified in the western area, Tract 304.02,

where there are additional employment opportunities, educational facilities, and services available. While the western portion of the city is not as walkable as the eastern portion, the sites in Tract 304.02 in the western area are in close proximity to the South Y Shopping Center and South Tahoe High School. Additionally, residential projects developed as part of the Mid-Town Area Plan, which includes parts of Census Tracts 303.02, 303.01, and 302.01, are expected to facilitate easy access to resources for residents and encourage place-based revitalization in the center of the city.

Moderate- and above moderate-income sites have been identified throughout the city, as shown in Figure 4-17, including Tracts 302.01, 302.02, 316.01, and 316.02 in the eastern area of the city that have a higher rate of poverty than other areas of the city. This distribution of moderate- and above moderate-income households will help to facilitate mixed-income communities and ensure equitable access for lower- and higher-income households to access economic, educational, and recreational opportunities. However, in an effort to ensure the incorporation of these higher-income housing units do not displace current residents in lower-income areas, the City has included Programs 3-4 and 3-8 in this Housing Element to provide assistance with acquisition and rehabilitation of affordable units and Program 7-1 to work with community groups to maintain neighborhood character and accessible housing options for lower-income households. These programs are intended to preserve and expand affordable housing while also investing in place-based revitalization of lower-income areas.

To improve access to resources throughout the city and encourage economic mobility for all residents, the City has included Programs 3-1 and 3-2 to assist with rehabilitation and repair of housing for low-income households and Program 1-6 to facilitate lot consolidation for affordable housing development. Additionally, the City will work with transit agencies to assess demand to expand their routes to connect residents to resources (Program 5-5).

4.4.4.3 Potential Effect on Displacement Risk

As discussed in the assessment of disproportionate housing need, overpayment is a significant issue for nearly half of South Lake Tahoe residents. Overpayment is a citywide issue, with highest renter overpayment within city limits occurring in western area Tracts 304.02 and 303.01 at 60.0 to 80.0 percent, and the highest owner overpayment in western area Tract 304.04 at 60.0 to 80.0 percent. Residential uses developed as part of the Mid-Town Area Plan, which includes parts of Census Tract 303.01, are expected to help to alleviate high rates of overpayment by offering additional housing options. In the eastern area (Tracts 316.01, 302.01, and 302.02, which encompass the Ski Run Boulevard corridor and the broader northeastern residential areas extending toward Keller Road and the Stateline), renter overpayment is in the 40.0 to 60.0 percent range and owner overpayment varies by tract with Tract 316.02 having the lowest owner overpayment in the city at less than 20.0 percent, while other eastern area Tracts 316.01, 302.01, and 302.02 are in the 40.0 to 60.0 percent range, reflecting its character as a predominantly renter, workforce housing area with lower ownership costs. As previously noted, residential uses developed as part of the Mid-Town Area Plan, which includes parts of Census Tract 302.01, are expected to help to alleviate high rates of overpayment by offering additional housing options. The area east of Ski Run Boulevard currently has the largest stock of workforce-accessible housing; however, by identifying site capacity for lower-income housing in other areas of the city, the sites inventory could help to alleviate the concentration of overpayment through additional affordable housing opportunities throughout the city. Specifically, the 175 lower-income units identified in Tract 304.02, in the western area, will expand affordable housing options in the western portion of the city, where renter overpayment is currently in the 60.0 to 80.0 percent range, providing meaningful relief for cost-burdened households in that area**.** The addition of new lower-income

households will also expand the housing stock and may reduce overcrowding rates in the area east of Ski Run Boulevard by increasing the supply of available housing for these households. The City continues to pursue regulation of VHRs as a strategy to preserve long-term rental availability for permanent residents.

4.4.5 Contributing Factors

Through discussions with stakeholders, fair housing advocates, and the assessment of fair housing issues, the City identified several factors that contribute to fair housing issues in South Lake Tahoe, as shown in Table 4-45. However, the priority area identified through this assessment of fair housing is the eastern area of the city, encompassing Tracts 316.01, 302.01, 302.02, and 316.02, which extends from the Ski Run Boulevard corridor through the broader northeastern residential areas toward Keller Road and the California-Nevada border. This area has the highest rate of poverty in the city, one of the highest in the Tahoe Basin and has a concentration of Hispanic and Latino residents with a large percentage of residents living in this area living in overcrowded situations and experiencing significant rates of renter overpayment (40.0 to 60.0 percent), alongside the highest rates of overcrowding in the city. While the highest rates of renter and owner overpayment within city limits are now observed in the western area (Tracts 304.02, 303.01, and 304.04 at 60.0 to 80.0 percent), the eastern area remains a focus area given the concentration of poverty, overcrowding, and minority households facing compounding displacement risks. This culmination of fair housing issues has made this a focus area for the City to target fair housing programs identified in Table 4-45. The priority contributing factors that have resulted in this concentration of fair housing issues are listed in **bold** and associated priority actions are shown in ***bold and italics*****.**

TABLE 4-45
FACTORS THAT CONSTRIBUTE TO FAIR HOUSING ISSUES IN SOUTH LAKE TAHOE

AFH Identified Issue	Contributing Factors	Meaningful Actions
Displacement risk due to economic burden	Concentration of overcrowded households in the area east of Ski Run Boulevard. **Low vacancy rates that reduce housing options.** **Rising cost of rents and home prices that outpaces wage increases.** Seasonal tourism economy driving jobs-housing imbalance.	Promote density incentives for affordable and moderate-income housing (Program 1-4). ***Work with large employers to develop workforce housing (Program 2-2).*** Assess potential of developing housing on federal and state lands (Program 2-4). Provide technical and financial support to housing providers to increase supply (Program 2-6). Develop a linkage program to connect new development to housing demand (Program 2-11). ***Continue to incentivize long-term rental of second homes and spare rooms to low-income and moderate-income households (Program 3-9).***
Limited housing mobility opportunities for lower-income households.	**Shortage of affordable housing.** Low vacancy rates. **High cost of ownership units.** **Dominance of vacation home rentals.**	Incentivize development housing in mixed use projects (Program 1-1). ***Support lot consolidation to increase the availability of suitable land for affordable multifamily housing (Program 1-6).*** ***Work with local agencies and organizations to initiate a first-time and/or moderate-income homebuyer program (Program 2-7).*** Promote ADUs throughout the City to facilitate housing mobility opportunities and mixed-income neighborhoods (Program 2-14). Require mitigation of housing loss for mobile home park conversions and/or demolitions (Program 3-3). ***Continue to incentivize long-term rental of second homes and spare rooms to low-income and moderate-income households (Program 3-9).*** Educate property managers and landlords on avoiding income discrimination and the benefits of advertising units to Section 8 voucher holders (Program 5-2).
Displacement risk due to overcrowding and overpayment, particularly in the	**Geographic concentration of lower-income and Hispanic and Latino households in the area east of Ski Run Boulevard.** Concentration of overcrowded households.	Promote density incentives for affordable and workforce housing (Program 1-4). ***Work with large employers to develop workforce housing (Program 2-2).*** ***Assess potential of developing workforce housing on federal and state lands (Program 2-4).***

TABLE 4-45
FACTORS THAT CONSTRIBUTE TO FAIR HOUSING ISSUES IN SOUTH LAKE TAHOE

AFH Identified Issue	Contributing Factors	Meaningful Actions
area east of Ski Run Boulevard.	Low vacancy rates that reduce housing options. **Rising cost of rents and home prices that outpaces wage increases.** Shortage of jobs for total population (jobs-housing imbalance). Proximity to typically low-wage service industry jobs. Concentration of poverty. **Shortage of affordable rental units.**	Provide technical and financial support to housing providers to increase supply (Program 2-6). Promote ADUs throughout the City to facilitate housing mobility opportunities and mixed-income neighborhoods (Program 2-14). Develop a linkage program to connect new development to housing demand (Program 2-11). ***Continue to incentivize long-term rental of second homes and spare rooms to low-income and moderate-income households (Program 3-9).***
Displacement due to substandard housing conditions.	Deferred maintenance on older housing units. Cost of repairs and rehabilitation. **Absentee landlords.** Tenant fear of retaliation for reporting substandard conditions.	Provide information on substandard parcels in an online GIS database (Program 1-2). Develop a housing rehabilitation program (Program 3-1). ***Proactively inspect multifamily housing projects to identify, and assist with, rehabilitation needs (Program 3-2).*** Enforce City codes to improve the condition of the existing housing stock (Program 3-5). ***Establish multifamily acquisition and rehabilitation program (Program 3-8).***
Shortage of services for homeless and extremely low-income residents.	No emergency shelters in the city limit.	Preserve multifamily units and SROs (Program 3-2). Work with neighboring jurisdictions to identify potential sites for an emergency shelter and other needs of homeless residents (Program 4-2).

Source: City of South Lake Tahoe, 2026.

4.5 Resource Inventory

This section assesses the availability of land and services to meet the needs documented in the previous section. This section inventories South Lake Tahoe's available residentially designated land and reviews the adequacy of services to support future housing development.

4.5.1 Availability of Land and Services

Consistent with California Government Code Section 65583(a)(3), the purpose of this section is to identify specific sites suitable for residential development to compare the city's new construction need by affordability category with the total capacity for residential development. A land inventory was conducted to enable the City to determine whether additional actions are needed to provide an adequate number of suitable sites to support needed housing development.

Land suitable for residential development includes characteristics appropriate for housing construction. These include desirable physical features, as well as locations close to transit, job centers, and public services. Additional required analysis includes assessing the suitable sites for the realistic number of dwelling units that could be constructed and the areas that can accommodate the city's share of the regional housing need for all income levels.

4.5.2 South Lake Tahoe's Setting, Zoning, and Development Procedures

South Lake Tahoe is geographically bounded by mountains, Lake Tahoe, and the Nevada border. The City has few options to significantly increase the acreage of vacant land for affordable housing, as much of the upland area of the city is protected as part of the National Forest system and TRPA prohibits development outside of the urban boundaries in the Basin. The unincorporated portion of El Dorado County within the city's urban services boundary may provide a potential area for future annexation; however, the area is almost exclusively available for single-family residential development.

Section 4.6, *Housing Constraints*, of this Housing Element discusses specifics of local and regional development standards and how these requirements contribute to the economic feasibility of producing housing in South Lake Tahoe. It also briefly describes the nontraditional "zoning mechanism" used by the City.

Concurrent with its 1999 General Plan update, the City adopted TRPA's system of Plan Area Statements (PAS) and Community Plans (CPs) in lieu of its previous, traditional zoning. This change was made to eliminate inconsistencies between the City's zoning and TRPA's system of permissible uses, provide clarity for project applicants, and to streamline regulatory processes. Previously, in some cases, the two systems were contradictory and the most restrictive prevailed. This potential inconsistency was often a source of confusion for project applicants. Since the 2012 TRPA Regional Plan update, local jurisdictions within TRPA may develop area plans to replace existing CPs and PAS to implement the TRPA Regional Plan. The City adopted the Tourist Core Area Plan (TCAP) in 2013 and later adopted the Tahoe Valley Area Plan (TVAP) for this purpose in 2014. The City implemented amendments to both of these Area Plans, which TRPA adopted on December 18, 2024. The City also adopted the Mid-town Area Plan (MTAP) in 2026.

Each parcel of land within the city is geographically assigned to a PAS, Area Plan (AP), or CP (see Table 4-46), which effectively serve as the "zoning" mechanism for TRPA and the City of South Lake Tahoe. Each of these documents defines the "permissible uses" for any given area and describes how that area should be used to achieve regional and local environmental and land use objectives. They describe the following:

- The primary land use classification and zoning designation of the area (e.g., residential)
- The environmental management strategy
- Special designations (e.g., a receiving area for transfer of development rights or multi-residential incentives program)
- A statement of the overall land use/environmental management policy for the area
- A description of planning considerations related to the environment and existing permissible uses
- Permissible uses within defined sub-areas
- General development standards such as for maximum density and noise

However, a proposed project that is a permissible use (or "A" use in Table 4-46) may still require several approvals. While the City may allow by-right residential development through a ministerial objective design review process, TRPA does not technically have by-right zoning because all development will require TRPA project review. If a proposed project is new construction or an addition to an existing building and does not meet the City's objective development and design standards, it requires both City Design Review and TRPA approval. For City Design Review, the application may be considered minor or major depending on the extent of the project and whether new coverage is proposed. For single-family, duplex, triplex, or multi-family residential projects that are designed in one of three architectural styles pre-approved by the City, City Design Review is not required, and the project can be approved through ministerial review for project compliance with the objective Residential Development and Design Standards.

The City has attempted to streamline dual review by consolidating the review process into one City-led review for projects that meet the standards outlined in the MOU. If it is a smaller project (as listed in the MOU with TRPA and described in Section 4.6.2.2, Zoning), the City can review the project on behalf of TRPA. This means that City staff applies the requirements of the TRPA Code of Ordinances and TRPA Policies and Procedures in the project review as well as the City Code. Although City Code may allow for a ministerial review, any discretionary review required by TRPA is conducted by City staff. Applicants may appeal the City's ruling on the TRPA application to the TRPA governing board. Although City and TRPA processes may be different, to date TRPA has not denied a permit that the City approved. Once City and TRPA review are complete, the project may be submitted to the City Building Division for a Building Permit application.

If the project does not fall under the MOU, then the applicant must submit separate applications to the City and TRPA, and they are reviewed by each agency separately.

In contrast, an "S" permit (as listed in Table 4-46) requires both a Special Use Permit from TRPA and a Special Use Permit from the City. Special use permits require discretionary review by both the City and TRPA. For TRPA to approve a Special Use Permit, TRPA must conduct a public hearing and make the following findings, pursuant to section 21.2.2 of the Code of Ordinances:

- The project to which the use pertains is of such a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and surrounding area in which it will be located;
- The project to which the use pertains will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against any such injury and to protect the land, water, and air resources of both the applicant's property and that of surrounding property owners; and
- The project to which the use pertains will not change the character of the neighborhood, or detrimentally affect or alter the purpose of the applicable local plan, and specific or master plan, as the case may be.

The City of South Lake Tahoe regulates the approval of a Special Use Permit in Section 6.55.620 of the Zoning Code. The Planning Commission may approve a Special Use Permit in a public hearing if findings are made that the use applied for meets the following requirements:

- Necessary or desirable on a specific parcel
- Not injurious to the neighborhood
- Consistent with the intent of the City's Zoning Code
- Consistent with the permitted uses in the plan area

Amendments to the AP, PAS, or CP require approval by both the City Council and TRPA Governing Board. The PAS method of zoning tailors uses to what is appropriate for the area; thus, various residential (or other) uses are often permissible without requiring such amendments (rezoning).

There are eight categories of potentially permissible residential uses as follows:

- Employee Housing: Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity. (Measured in persons per acre. For uses that denote density by "persons per acre," one residential unit is required for every 2.5 people accommodated.)
- Mobile Home Dwelling: A home built entirely in the factory on a non-removable steel chassis that is transported to the building site on its own wheels and was installed prior to June 15, 1976, when the Federal Manufactured Home Construction and Safety Standards (commonly known as the HUD Code) went into effect. (Measured in units per acre. Mobile homes are different from recreational vehicles.)

- Multi-Person Dwelling: A building designed primarily for permanent occupancy by individuals unrelated by blood, marriage, or adoption in other than single-family dwelling units or transient dwelling units. A multi-person dwelling includes, but is not limited to, facilities such as dormitories and boarding houses, but not facilities such as hotels, motels, and apartment houses. (Measured in persons per acre. For uses that denote density by "persons per acre," one residential unit is required for every 2.5 people accommodated.)

- Multifamily Dwelling: More than one residential unit located on a parcel. Multifamily dwellings may be contained in separate buildings, such as two or more detached houses on a single parcel, or in a larger building on a parcel such as a duplex, a triplex, or an apartment building. One detached ADU is included under ADU.[16] (Measured in units per acre.)

- Nursing and Personal Care: Residential establishments providing nursing and health-related care as a principal use with in-patient beds such as skilled nursing care facilities, extended care facilities, convalescent and rest homes, and board and care facilities. (Measured in persons per acre. For uses that denote density by "persons per acre," one residential unit is required for every 2.5 people accommodated.)

- Residential Care: Establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. Including, but not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes. Note: The City and TRPA treat group homes of six or fewer clients residing in a residence as a "family," not as a residential-care facility. They are authorized wherever single-family homes are authorized. (Measured in persons per acre. For uses that denote density by "persons per acre," one residential unit is required for every 2.5 people accommodated.)

- Single-Family Dwelling: One residential unit located on a parcel. A single-family dwelling unit may be contained in a detached building, such as a single-family house, or in a subdivided building containing two or more parcels, such as a townhouse condominium. A caretaker residence is included under ADU.

- Summer Home: A cabin-type single-family house intended primarily for intermittent vacation use and located in United States Forest Service summer home tracts or other remote recreation sites. Such structures are generally located in areas of restricted winter access.

Affordable Housing is defined by Chapter 90 of the TRPA Code of Ordinances as:

> *Residential housing, deed restricted to be used exclusively for lower-income households (income not in excess of 80 percent of the respective county's median income) and for very low-income households (not to exceed 50 percent of the respective county's median income). Such housing units shall be made available for rental or sale at a cost that does not exceed the recommended state and federal standards. Each county's median income will be determined*

[16] TRPA uses the term "secondary residence" for accessory dwelling units.

according to the income limits published annually by the US Department of Housing and Urban Development and the California Department of Housing and Community Development.

Moderate-Income Housing is defined by Chapter 90 of the TRPA Code of Ordinances as:

Residential housing, deed-restricted to be used exclusively as a residential dwelling by permanent residents with an income not in excess of 120 percent of the respective county's median income. Such housing units shall be made available for rental or sale at a cost that does not exceed the recommended state and federal standards. Each county's median income will be determined according to the income limits published annually by the US Department of Housing and Urban Development and, if applicable, the California Department of Housing and Community Development.

Achievable Housing is defined by Chapter 90 of the TRPA Code of Ordinances as:

Single or multi-family residential development to be used exclusively as a residential dwelling by permanent residents who meet TRPA's income-restricted housing eligibility criteria. Eligibility requires that at least one occupant of the household works at least 30 hours per week, or full-time equivalency, for an employer with a business license or tax address within the Tahoe region, or for the Tahoe-Truckee Unified School District.

Per current TRPA guidance, the Achievable income category carries no associated income limit, unlike the Affordable and Moderate categories, which are capped at 80 and 120 percent of Area Median Income (AMI), respectively (TRPA Residential Deed Restriction Program Fact Sheet). Achievable housing units shall meet the criteria and restrictions in accordance with Chapter 52: Bonus Unit Incentive Program.

Some PAS, AP, or CP districts, or portions thereof, are designated Preferred Affordable Housing Areas. Plan areas with the preferred affordable housing area designation are preferred locations for affordable housing and are eligible for special incentives and exemptions found in the TRPA Code of Ordinances pursuant to Chapters 50 (e.g., allocation exemption) and 52 (e.g., bonus-unit assignment). Figure 4-18 shows the Preferred Affordable Housing Areas in South Lake Tahoe. Some plan areas are designated as eligible for the Multi-Residential Incentive Programs. Plan areas with this designation are eligible for the Multi-Residential Incentive Program pursuant to Chapter 52 of the TRPA Code of Ordinances, which essentially allows "bonus units" to be substituted for needed development rights for multifamily housing.

Single-family and multifamily housing that is deed-restricted for affordable, moderate-, or achievable-income households may obtain "bonus units" to substitute for their needed development rights and are exempt from the need for an allocation. To receive bonus units, the affordable, moderate-, or achievable-income project must meet the following criteria:

- Prohibit the unit from being used as a second home or vacation rental through deed restriction.
- Limit the unit for which the bonus unit was awarded to the approved use and restrict the occupants' household income to affordable, moderate, or achievable housing limits, or local residency requirements.

- Agree to submit an annual compliance report to TRPA during operation.
- Locate the housing project within one-half mile of existing transit stops or a transit stop that will be existing concurrent with the completion of the project.

Projects that meet this criterion and proposed within a CP area or provide affordable employee housing are prioritized for bonus units. The bonus unit(s) may also be used for an ADU. In 2018, TRPA set aside 1,124 bonus units for deed-restricted housing. Half of these units were reserved for deed-restricted affordable housing, and the other half were reserved for affordable, moderate, and achievable housing. About 946 Bonus Units still remain and the majority of the bonus units have gone towards affordable and moderate income units. In addition, Chapter 50.5.1 of the TRPA Code provides an exemption from the need for an allocation for residential development for all affordable, moderate-, or achievable-income housing units approved after January 1, 1986.

Table 4-46 is a summary table of the PAS/CP districts in the city. Each parcel in South Lake Tahoe is located in a PAS, CP, or AP district. The table describes whether the residential-use categories are permissible and if any special designations apply. It indicates the total number of acres in each area and the maximum density for each permissible use. Uses marked with an "A" are allowable if they meet local and regional standards; uses marked with an "S" require a use permit from both the City of South Lake Tahoe and TRPA. As shown in Table 4-46, most permittable housing types are allowed and do not require an "S" permit.

TABLE 4-46
PLAN AREA STATEMENTS AND COMMUNITY PLAN DISTRICTS RESIDENTIAL IMPLICATIONS

South Lake Tahoe
2021

PAS/CP			DESIGNATIONS				TDR RECEIVING AREA		PERMISSIBLE USE BY RESIDENTIAL USE CATEGORY												
Name PAS/CP	Sub-Unit or District (if any)	Acres	Land Use	Pref. AH Area ?	Multi-Res. Incentive Program?	Bonus Units for AH?	Existing Develop-ment?	Multi-Res.?	SF	MF (units/ acre)	Multi-Pers. (pers/ acre)	Employee Housing (units/ acre)	Mobile Homes (units/ acre)	Res. Care ≤ 6 persons (pers/acre)***	Res. Care > 6 persons (pers/acre) ***	Nurs./ Pers. Care (pers/ acre)	ADU	Emergency Shelter**	Single-room Occupancy Unit*	Transitional Housing.	Supportive Housing
Lakeview Heights No. 085	Total	558.32	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	517.27		No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	41.06		No	No	No	No	Yes	A	A, 15	No	No	No	S, 25	No	No	A(3)	No	Yes	No	No
Heavenly Valley CA No. 087	–	2,367.10	Recreation	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lakeside Park No. 089	–	47.00	Residential	No	No	No	No	Yes	A	S, 15	No	No	No	No	No	No	A(3)	A	Yes	No	No
Tahoe Meadows No. 090	–	104.69	Residential	No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
Pioneer/ Ski Run No. 092	–	179.90	Residential	Yes	Yes	Yes	Yes	Yes	A	A, 15	S, 25	S, 15	No	No	No	No	A(3)	No	No	No	No
Bijou No. 093	Total	166.23	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	111.52		Yes	Yes	Yes	Yes	Yes	A	A, 15	S, 25	S, 15	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	54.71		Yes	Yes	Yes	Yes	Yes	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
Glenwood No. 094	Total	301.80	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	295.17		No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	6.63		No	No	No	No	No	A	No	No	No	A, 8	No	No	No	A(3)	No	No	No	No
Trout/ Cold Creek No. 095	–	8,884.35	Conservation	No	No	No	No	No	S	No	No	S, 15	No	No	No	No	No	No	No	No	No
Pioneer Village No. 096	–	29.17	Residential	No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
Bijou Pines No. 097	Total	91.20	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	84.49		No	No	No	No	Yes	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	6.71		No	No	No	No	Yes	A	A, 15	No	No	No	No	No	No	A(3)	No	No	No	No
Al Tahoe No. 099	Total	322.5	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	174.05		Yes	No	No	Yes	Yes	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	148.45		Yes	No	Yes	Yes	Yes	No	A, 15	A, 25	No	No	No	No	No	A(3)	No	Yes	No	No
Truckee Marsh No. 100		1083.01	Conservation	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Bijou Meadow No. 101	Total	520.86	Recreation	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	486.38		No	No	No	No	No	S	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	34.48		No	No	No	No	No	S	No	No	No	No	No	No	No	A(3)	No	No	No	No
Tahoe Keys No. 102	Total	494.91	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	401.29		No	No	Yes	Yes	Yes	A	No	No	No	No	No	No	No	A(3)	S	No	No	No

TABLE 4-46
PLAN AREA STATEMENTS AND COMMUNITY PLAN DISTRICTS RESIDENTIAL IMPLICATIONS
South Lake Tahoe
2021

PAS/CP			DESIGNATIONS				TDR RECEIVING AREA		PERMISSIBLE USE BY RESIDENTIAL USE CATEGORY												
Name PAS/CP	Sub-Unit or District (if any)	Acres	Land Use	Pref. AH Area ?	Multi-Res. Incentive Program?	Bonus Units for AH?	Existing Develop-ment?	Multi-Res.?	SF	MF (units/ acre)	Multi-Pers. (pers/ acre)	Employee Housing (units/ acre)	Mobile Homes (units/ acre)	Res. Care ≤ 6 persons (pers/acre)***	Res. Care > 6 persons (pers/acre) ***	Nurs./ Pers. Care (pers/ acre)	ADU	Emergency Shelter**	Single-room Occupancy Unit*	Transitional Housing.	Supportive Housing
	SA No. 1	43.4		No	No	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	S	No	No	No
	SA No. 2	50.22		No	No	Yes	Yes	Yes	A	A, 15	No	No	No	No	No	No	A(3)	S	No	No	No
Sierra Tract Commercial No. 103		67.26	Commercial/ Public Service	No	No	No	Yes	No	S	S, 15	No	S, 15	S, 8	S, 25	No	S, 25	A(3)	A	Yes	No	No
Highland Woods No. 104	Total	107.47	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	261.94		No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	193.88		No	No	No	No	No	A	A, 12	No	No	No	No	No	No	A(3)	No	No	No	No
Sierra Tract No. 105	Total	68.06	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	25.09		Yes	Yes	Yes	Yes	Yes	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	494.91		Yes	Yes	Yes	Yes	Yes	A	A, 12	No	No	No	No	No	No	A(3)	No	No	No	No
Winnemucca No. 108		401.29	Residential	No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
So. "Y" No. 110	See Tahoe Valley Area Plan																				
Tahoe Island No. 111	Total	524.72	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SAs	431.58		Yes	Yes	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	14.63		Yes	Yes	No	Yes	No	A	A, 8	No	No	No	No	No	No	A(3)	No	Yes	No	No
	SA No. 2	78.51		Yes	Yes	No	Yes	Yes	A	A, 8	No	No	No	S, 25	No	S, 25	A(3)	No	Yes	No	No
Gardner Mountain No. 112	Total	328.48	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SAs	317.72		No	No	No	No	No	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	10.76		No	No	No	No	No	A	A, 8	No	No	No	S, 25	No	S, 25	A(3)	No	Yes	No	No
Bonanza No. 114	Total	254.66	Residential	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Outside SA	124.93		Yes	No	No	No	Yes	A	No	No	No	No	No	No	No	A(3)	No	No	No	No
	SA No. 1	68.29		Yes	Yes	Yes	No	Yes	A	A, 15	No	No	S, 8	A, 25	No	A, 25	A(3)	S	Yes	No	No
	SA No. 2	52.26		Yes	No	Yes	No	Yes	A	S, 15	No	No	A, 8	No	No	No	A(3)	No	Yes	No	No
	SA No. 3	9.18		Yes	No	Yes	No	Yes	A	A, 8	No	No	No	No	No	No	A(3)	No	No	No	No
Airport No. 116	–	344.38	Commercial/ Public Service	No	No	No	Yes	No	No	S, 15	No	S, 15	No	No	No	No	A(3)	S	Yes	No	No
Industrial CP	–	67.05	Commercial/ Public Service	No	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Bijou/Al Tahoe CP	Total	371.78	Commercial/ Public Service	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	1	34.48		No	Yes	No	Yes	Yes	S	S, 15	S, 25	S(1), 15	No	No	No	No	A(3)	S(9)	Yes	No	No
	2	9.64		No	Yes	No	Yes	Yes	S	S, 15	No	S(1), 15	No	No	No	No	A(3)	S(9)	Yes	No	No
	3	19.14		No	Yes	No	Yes	Yes	No	No	No	No	No	No	No	No	No	S(9)	No	No	No
	4	286.42		No	Yes	No	Yes	Yes	No	A(1/5), 15	No	S(1), 15	No	A (1/5), 25	No	No	A(3)	A(1)	No	No	No

TABLE 4-46
PLAN AREA STATEMENTS AND COMMUNITY PLAN DISTRICTS RESIDENTIAL IMPLICATIONS

South Lake Tahoe
2021

PAS/CP			DESIGNATIONS				TDR RECEIVING AREA		PERMISSIBLE USE BY RESIDENTIAL USE CATEGORY												
Name PAS/CP	Sub-Unit or District (if any)	Acres	Land Use	Pref. AH Area ?	Multi-Res. Incentive Program?	Bonus Units for AH?	Existing Develop-ment?	Multi-Res.?	SF	MF (units/ acre)	Multi-Pers. (pers/ acre)	Employee Housing (units/ acre)	Mobile Homes (units/ acre)	Res. Care ≤ 6 persons (pers/acre)***	Res. Care > 6 persons (pers/acre) ***	Nurs./ Pers. Care (pers/ acre)	ADU	Emergency Shelter**	Single-room Occupancy Unit*	Transitional Housing.	Supportive Housing
Tourist Core Area Plan	Total	303.91	Tourist	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	TSC-C	64.73		Yes	Yes	Yes	Yes	Yes	A(2)	A,25	A	S(12), 15	No	No	A, 25	A, 25	A(3)	No	A	No	No
	TSC-MU	104.83		Yes	Yes	Yes	Yes	Yes	A	A,25	A	S(12), 15	No	No	A, 25	A, 25	A(3)	No	Yes A	No	No
	TSC-MUC	42.04		Yes	Yes	Yes	Yes	Yes	A	A,25	A	A(12), 15	No	No	A, 25	A, 25	A(3)	A(11)	Yes A(11)	No	No
	TSC-NMX	2.89		Yes	Yes	Yes	Yes	Yes	A	A,25	A	S(12), 15	No	No	A, 25	A, 25	A(3)	No	S	No	No
	TSC-G/TSC-G Special Area No. 1	67.39		Yes	Yes	Yes	Yes	Yes	A	A,25	A	S(12), 15	No	No	A, 25	A, 25	A(3)	A	A	No	No
	REC	5.57		Yes	Yes	Yes	Yes	Yes	S(7)	A(10)	A(10)	A(12), 15	No	No	No	No	No	No	No	No	No
	OS	16.46		Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No
Tahoe Valley Area Plan	Total	336.52	Residential/Tourist/ Commercial/ Public Service/ Recreation/ Conservation	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	TC-C	54.54		Yes	Yes	Yes	Yes	Yes	A(2)	A, 25	A, 25	A(8)	No	A, 25	A, 25	A, 25	A(3)	No	A	No	No
	TC-MUC	78.55		Yes	Yes	Yes	Yes	Yes	A(2)	A, 25	A, 25	A(8)	No	A, 25	A, 25	A, 25	A(3)	A	A	No	No
	TC-G	58.37		Yes	Yes	Yes	Yes	Yes	A(2)	A, 25	A, 25	A(8)	S, 8	A, 25	A, 25	A, 25	A(3)	A	A	No	No
	TC-NP	32.88		Yes	Yes	Yes	Yes	Yes	A	A, 25	A, 25	A(8)	S, 8	A, 25	A, 25	A, 25	A(3)	A	A	No	No
	TC-HC	30.15		Yes	Yes	Yes	Yes	Yes	A	A, 25	A, 25	A(8)	S, 8	A, 25	A, 25	A, 25	A(3)	A	S	No	No
	EB-CC			Yes	Yes	Yes	Yes	Yes	A(2)	A, 25	A, 25	A(8)	S, 8	A, 25	A, 25	A, 25	A(3)	S	S	No	No
	CMX-S	61.84		Yes	Yes	Yes	Yes	Yes	A(5)	A(5), 25	A(5), 25	A(8)	S, 8	No	No	No	A(3)	A	No	No	No
	OS	20.19		Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No

TABLE 4-46
PLAN AREA STATEMENTS AND COMMUNITY PLAN DISTRICTS RESIDENTIAL IMPLICATIONS
South Lake Tahoe
2021

PAS/CP			DESIGNATIONS				TDR RECEIVING AREA		PERMISSIBLE USE BY RESIDENTIAL USE CATEGORY												
Name PAS/CP	Sub-Unit or District (if any)	Acres	Land Use	Pref. AH Area ?	Multi-Res. Incentive Program?	Bonus Units for AH?	Existing Develop-ment?	Multi-Res.?	SF	MF (units/ acre)	Multi-Pers. (pers/ acre)	Employee Housing (units/ acre)	Mobile Homes (units/ acre)	Res. Care ≤ 6 persons (pers/acre)***	Res. Care > 6 persons (pers/acre) ***	Nurs./ Pers. Care (pers/ acre)	ADU	Emergency Shelter**	Single-room Occupancy Unit*	Transitional Housing.	Supportive Housing

Sources: TRPA Plan Area Statements; Tourist Core Area Plan; Tahoe Valley Area Plan; Bijou/Al Tahoe Community Plan; City of South Lake Tahoe 2021.

Notes: *CP = Community Plan*

AH = Affordable Housing

A = Allowed Use

S = Special Use

SA = Special Area

(1) = Allowed with CSLT and TRPA Design Review (Bijou/Al Tahoe CP)

(1/5) = Allowed with CSLT Design Review on Specific Parcels Only

(2) = For condominiums only

(3) = As of August 2021, up to two accessory dwelling units (ADUs) can be developed on each residential parcel (to accommodate one detached ADU and one attached ADU), subject to local jurisdiction rules and regulations, including existing coverage regulations and development right requirements. If the parcel is within a half-mile of an existing transit stop, half- mile from a Town Center, or within an area zoned for multifamily housing, the property owner is eligible to receive a bonus unit at no cost to construct the ADU.

(4) =ADUs require CSLT Design Review

(5) = As part of a mixed-use project only.

(6) = Special Use with CSLT and TRPA Design Review

(7) = Caretaker residence only

(8) = Employee housing for six or fewer employees is deemed a single-family structure per Health and Safety Code § 17000

(9) = Allowed with Use Permit

(10) = Only deed restricted Multi-family dwelling units or multi-person dwelling units owned and maintained by public or private entities for purposes of housing employees

(11) = Use not permitted in TSC-MUC Special Area No. 1, which comprises of APNs 028-081-02, 028-081- 04 and 028-081-15. Daycare center allowed as an accessory use

(12) = Residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity.

** Single-room Occupancy Units are allowed in any zone that permits Tourist Accommodations.*

*** Emergency shelters are called "Social Service Organizations" in the City of South Lake Tahoe and TRPA documents.*

****Residential care facilities are allowed at a maximum density of 25 persons per acre, regardless of facility size. For uses measured in persons per acre, 2.5 persons are equivalent to one residential unit. (TRPA Standards)*

4.5.2.1 Survey of Available Land

Description of Criteria for Identifying Housing Sites

Housing Element law requires an inventory of land suitable for residential development to meet the RHNA (Government Code, Section 65583[a][3]). HCD provided an RHNA unit count to the City of South Lake Tahoe, divided by affordability tiers. An important purpose of this inventory is to determine whether a jurisdiction has allocated sufficient land for the development of housing to meet the jurisdiction's share of the regional housing need, including housing to accommodate the needs of all household income levels.

In assessing the potential for achieving the development of housing consistent with regional and local needs, the following assumptions were made:

- **Acutely Low-, Extremely Low-, Very-Low-, and Low-Income Target:**

Based on construction and land development costs in South Lake Tahoe, it is assumed that new construction housing affordable to acutely low-, very low-, and low-income households will primarily be deed-restricted multifamily attached housing constructed using bonus units. The City's sites inventory identifies 270 units from 22 vacant sites, 132 approved project units capable of accommodating lower-income households, and 18 projected ADUs for a total lower-income capacity of 420 units against a RHNA of 105 units.

- **Moderate-Income Target:**

With rising housing costs, it is assumed that moderate-income ownership (likely condominiums) and rental housing (e.g., small multifamily such as duplexes and triplexes) will be provided through development of vacant lots using multifamily residential allocations (and a few of the single-family allocations) obtained through the allocation list and rehabilitation of the limited existing, moderately priced housing stock. The City's sites inventory identifies a moderate-income capacity of 273 units (257 from 29 vacant sites, plus one approved project unit and 15 projected ADUs) against a RHNA of 53 units.

- **Above-Moderate-Income Target:**

It is assumed that new above-moderate housing will be constructed on vacant parcels using residential single-family allocations, multifamily allocations set aside by the City, bonus units for deed restricted achievable housing, and/or allocations transferred from retired environmentally sensitive parcels. The City's sites inventory identifies an above-moderate-income capacity of 190 units (129 units from 49 vacant sites, 46 approved project units, and 15 projected ADUs) against a RHNA of 133 units.

In addition, ADUs are expected to address housing needs in all income categories and Program 2-14 proposes to monitor the production of ADUs annually to stay consistent with the assumption made. In conducting an evaluation of specific potential sites, two categories of sites with affordable housing development potential were identified. Given the diminishing availability of developable land, the City identified specific housing opportunity sites, incentives, and other advantages that could facilitate affordable housing development, including the following:

  - Vacant parcels
  - Sites with parcel consolidation potential

The following considerations were used as "screening criteria" in evaluating potential sites:

- Suitability of parcel for the construction of affordable housing because of location, development standards, and site accessibility with respect to transportation and services
- Availability or potential availability of infrastructure and public services
- Environmental conditions affecting development capability of the land
- Current ownership

Realistic Development Potential on Vacant Sites

Consistent with Government Code Section 65583.2(c), the assumed realistic capacity for housing development for all parcels in the land inventory is a proportional share of the maximum densities allowed. Realistic units are rounded down to the next lowest whole number. However, all parcels in the land inventory can accommodate at least one unit per parcel, so parcels that would round down to zero units are instead rounded up to allow one unit on the parcel.

A parcel's lot coverage standards are dictated by its TRPA defined Land Capability or Individual Parcel Evaluation System (IPES) and zoning district. The identified developable acres for parcels account for lot coverage of either 70 percent in community or area plan areas (TVAP and MTAP areas in the case of the 7th cycle sites inventory) or 30 percent in areas outside the community or area plan areas. Lower-income, moderate-income, and above-moderate-income sites may occur within or outside community plan areas, so sites within each income category may vary in terms of lot coverage maximums. In the previous planning period, no sites identified to accommodate the lower-income RHNA in the inventory were developed below the minimum allowable density of the zone in which the site is located, and the City did not receive any requests to develop below the assumed capacity in the sites inventory.

Realistic Capacity of Sites Outside Community Plans

A substantial majority of parcels outside community plan areas are listed to accommodate one unit per parcel affordable to above-moderate income. On parcels outside the community plan areas that could accommodate more than one unit per parcel, realistic capacity is determined by the allowable lot coverage outside the community plan areas, which is 30 percent. Therefore, realistic capacity is 30 percent of the maximum allowed density. Incorporating these lot coverage variations is required to present a realistic interpretation of the development likely to occur on these sites. This is a conservative assumption based on the development standards and historic development trends on vacant sites in these zoning districts. Appendix A displays each parcel's CP designation, maximum allowed capacity, and realistic development capacity when the parcel's lot coverage requirement is included in the unit estimate calculation.

Realistic Capacity of Sites Inside Community Plans

Realistic capacity varies by parcel and the maximum presented for the TVAP and MTAP designated parcels is 70 percent of maximum allowed density due to 70 percent land coverage allowances in the community and area plan areas. Within the Mid-Town Area Plan, sites subject to this 70 percent land coverage allowance, however the city has taken a conservative approach to account for any potential nonresidential development and further decreased the realistic capacity an additional 50 percent. . In accordance with AB 1397, the site-specific details in Appendix A and the following discussion are included to demonstrate the

feasibility of private sector development of sites addressing the lower-income RHNA allocation with new multifamily homes.

Both mixed-use and 100 percent residential development are allowed on all parcels in the TVAP area. While it is not realistic to assume all sites in the TVAP area being utilized to meet the RHNA would develop as 100 percent residential, the number of parcels included in this inventory is a small subset of the properties in the TVAP area. The TVAP area allows greater building heights and greater land coverage than has historically been allowed in other areas of the city. The Phase 2 Housing Amendments adopted by the TRPA Governing Board in December 2023 allow 100 percent deed-restricted affordable, moderate, or achievable housing developments using TRPA bonus units and are no longer subject to a maximum density cap in Town Centers. Based on the analysis in this Housing Element, realistic development capacity on the TVAP sites may be up to the maximum density within the allowed land coverage. Densities of up to 25 units per acre at 100 percent of maximum density are allowed on these sites under base zoning. Deed-restricted projects using bonus units may exceed this threshold under the Phase 2 Housing Amendments. Based on City staff and consultant analysis, these parcels have the highest potential suitability for multifamily development. This analysis was conducted parcel by parcel and considered the allowed coverage, environmental constraints, and development standards. The City considered and evaluated the implementation of its current multifamily development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements) to determine approximate density and unit capacity.

The City continues to build residential units, and demand and prices have remained high, with housing costs continuing to rise through 2026. The average percent of maximum allowed density for all projects in Table 4-49 is 68 percent. The realistic capacity assumption of 70 percent on the parcels inside of the TVAP area is more conservative than these development trends.

Three of the projects in Table 4-47 were developed on sites that were consolidated from smaller parcels. Based on these trends, the City has included parcels smaller than 0.5 acre in the list of sites suitable for lower-income RHNA. These types of sites have multiple parcels with the same owner so there is a strong likelihood that the group of parcels will develop together. Examples of recently approved or constructed residential projects on sites consolidated from smaller parcels include the 3900 and 3908 Lake Tahoe Boulevard affordable housing project, Sugar Pine Village, the Multi-Family Housing Project at 3708 Lake Tahoe Boulevard, and 3709 Osgood Avenue, all listed in Table 4-47.

Three of the projects in Table 4-47 were approved/built in the TCAP area that allows 100 percent residential, mixed use, and 100 percent nonresidential development. In addition, the TCAP and TVAP areas include the following incentives to encourage residential development:

- It is designated as a Preferred Affordable Housing Area, which makes projects eligible for special incentives and exemptions found in the TRPA Code of Ordinances pursuant to Chapters 50 (e.g., allocation exemption) and 52 (e.g., bonus-unit assignment).
- It is part of the area eligible for the Multi-Residential Incentive Program, which allows "bonus units" to be substituted for needed development rights for multifamily housing, pursuant to Chapter 52 of the TRPA Code of Ordinances.

- All residential bonus units available in the TRPA pool are reserved exclusively for deed-restricted affordable, moderate, and achievable housing. Pursuant to the Phase 2 Housing Amendments adopted by the TRPA Governing Board in December 2023, these bonus units are prioritized for use in Centers, including the TCAP and TVAP areas, and in areas zoned for multifamily housing.
- The City has not established a cap on the number of residential allocations that can be used in the TCAP and TVAP areas.
- The City sets aside allocations for housing development specifically within the TCAP and TVAP areas to prioritize development in Town Centers.
- Pursuant to the Phase 2 Housing Amendments, the TRPA Code of Ordinances allows building heights of up to 65 feet in Centers, including the TCAP and TVAP areas, for deed-restricted affordable, moderate, and achievable housing projects. Buildings above 56 feet are subject to step-back, shade analysis, and scenic findings requirements.
- Property owners in the TCAP and TVAP areas are eligible to receive a bonus unit at no cost to construct an affordable or achievable income ADU.
- The developer can forgo TRPA project review and rely solely on City staff review if the residential project is proposed in the TCAP and TVAP areas and meets the size requirements listed in Section 4.6.2.2, *Zoning*, of this Housing Element.

The City also adopted (pending September 2026 meeting) the MTAP in 2026, which similarly incentivizes affordable, moderate, and achievable housing development within its Town Center overlay. As with TCAP and TVAP, projects that are 100 percent deed-restricted to affordable, moderate, or achievable households in the MTAP area are exempt from minimum density and parking standards (TRPA Code of Ordinances Sections 13.5.3.I.B and 34.4) and may receive additional building height beyond the district's base limit (TRPA Code of Ordinances Section 13.5.3.I.A); however, MTAP's base height limits vary by district (34 to 56 feet) rather than a flat 65-foot Town Center allowance. MTAP also commits Residential Units of Use and land coverage at no cost for preferred housing developments (MTAP Policies 1.3–1.4) and has coordinated the reservation of 21 TRPA Bonus Units for Lake Tahoe Community College's on-campus student housing. As previously discussed, sites within the MTAP that are subject to the 70 percent land coverage allowance have been further discounted to reflect a realistic development capacity, with housing assumed to be developed at 50 percent of the allowable land coverage.

Given these incentives, which are discussed in more detail throughout this Housing Element, residential projects are encouraged and incentivized in the TCAP, TVAP, and MTAP areas.

TABLE 4-47
REPRESENTATIVE PROJECTS
South Lake Tahoe

Project Name	Acres/ Developable Acres	Address	Small Site	Plan Area/ Zone	Affordability	Total Dwelling Units	Lower-Income Units	Project Density (DU/ acre)	% Allowed Density	Similar Sites in Appendix A*
3900 and 3908 Multi-Family Affordable Housing Project	1.23	3900 and 3908 Lake Tahoe Boulevard	Yes – 2 parcels consolidated	Tourist Core Area Plan (TCAP)/TSC-MU District	Affordable and Market Rate	75 (72 MFD + 2 Live-Work + 1 Mgr)	72	61	94%	Lower-Income Sites
Sugar Pine Village	1.58 (1029 Tata) / 2.10 (1860 LTB)	1029 Tata Lane and 1860 Lake Tahoe Boulevard	Yes – 2 parcels consolidated	Tahoe Valley Area Plan (TVAP)/TC-MUC District	Affordable	248	248	67.4	270%	Lower-Income Sites
Multi-Family Housing Project	0.74	3708 Lake Tahoe Boulevard and 3709 Osgood Avenue	Yes – 2 parcels consolidated	TCAP/TSC-MU District	Market Rate	14	0	18.9	76%	Above-Moderate-Income Sites
Tahoe Valley at Barton Multi-Family Dwelling Project	0.98	2160 Barton Avenue	No	TVAP/TC-NP District	Market Rate	14	0	14.3	57%	Above-Moderate-Income Sites
HVR Acquisition LLC Multi-Family Project Phase 2	3.41	3794 Montreal Road	No	TCAP/TSC-MU District	Market Rate	12	0	3.5	5%	Above-Moderate-Income Sites
F Street Residential	0.71	1971 F Street	No	PAS 114 Bonanza Special Area No. 1	Market Rate	12 (10 MFD + 2 ADU)	0	16.9	113%	Above-Moderate-Income Sites
8-Unit Residential Project	0.65	1389 Emerald Bay Road	No	PAS 116 Airport	Market Rate	8	0	12.3	82%	Above-Moderate-Income Sites

TABLE 4-47
REPRESENTATIVE PROJECTS
South Lake Tahoe

Project Name	Acres/ Developable Acres	Address	Small Site	Plan Area/ Zone	Affordability	Total Dwelling Units	Lower-Income Units	Project Density (DU/ acre)	% Allowed Density	Similar Sites in Appendix A*
Fremont Multi-Family Homes	0.68	1050 Fremont Avenue	No	Bijou/Al Tahoe Community Plan — District No. 1	Market Rate	11	0	16.2	108%	Above-Moderate-Income Sites
Ruelas Remodel	1.0	1150 Melba Drive	No	TVAP/TC-G District	Market Rate	4	0	4	16%	Above-Moderate-Income Sites
Mueller Redevelopment Project	0.31	2635 Lake Tahoe Boulevard	No	PAS 102 Sierra Tract Commercial	Market Rate	2	0	6.5	43%	Above-Moderate-Income Sites

Source: City of South Lake Tahoe, 2026.

**Column identifies the category of vacant sites in the sites inventory (Appendix A) that share comparable zoning, density allowances, plan area designation, and lot coverage characteristics with each representative project.*

Inventory of Vacant Sites

Potential for Lower-Density Dwellings

TRPA has inventoried each vacant single-family residential development-eligible parcel under its IPES. This system evaluates the "buildability" of each lot based on slope, soil type, water influence, etc. The IPES scoring system sets a minimum point value, also called an "IPES line." Development is permitted only on parcels that are above the IPES line. Prior to 2003, the IPES line was set at 726; however, TRPA lowered the IPES line within certain jurisdictions that implemented water quality improvement projects. Because of the implementation of these improvement projects, TRPA has set the IPES line to "1" in most jurisdictions in the Basin, including the City of South Lake Tahoe. Therefore, all vacant parcels in the city that have an IPES score above "1" can apply for a building allocation.

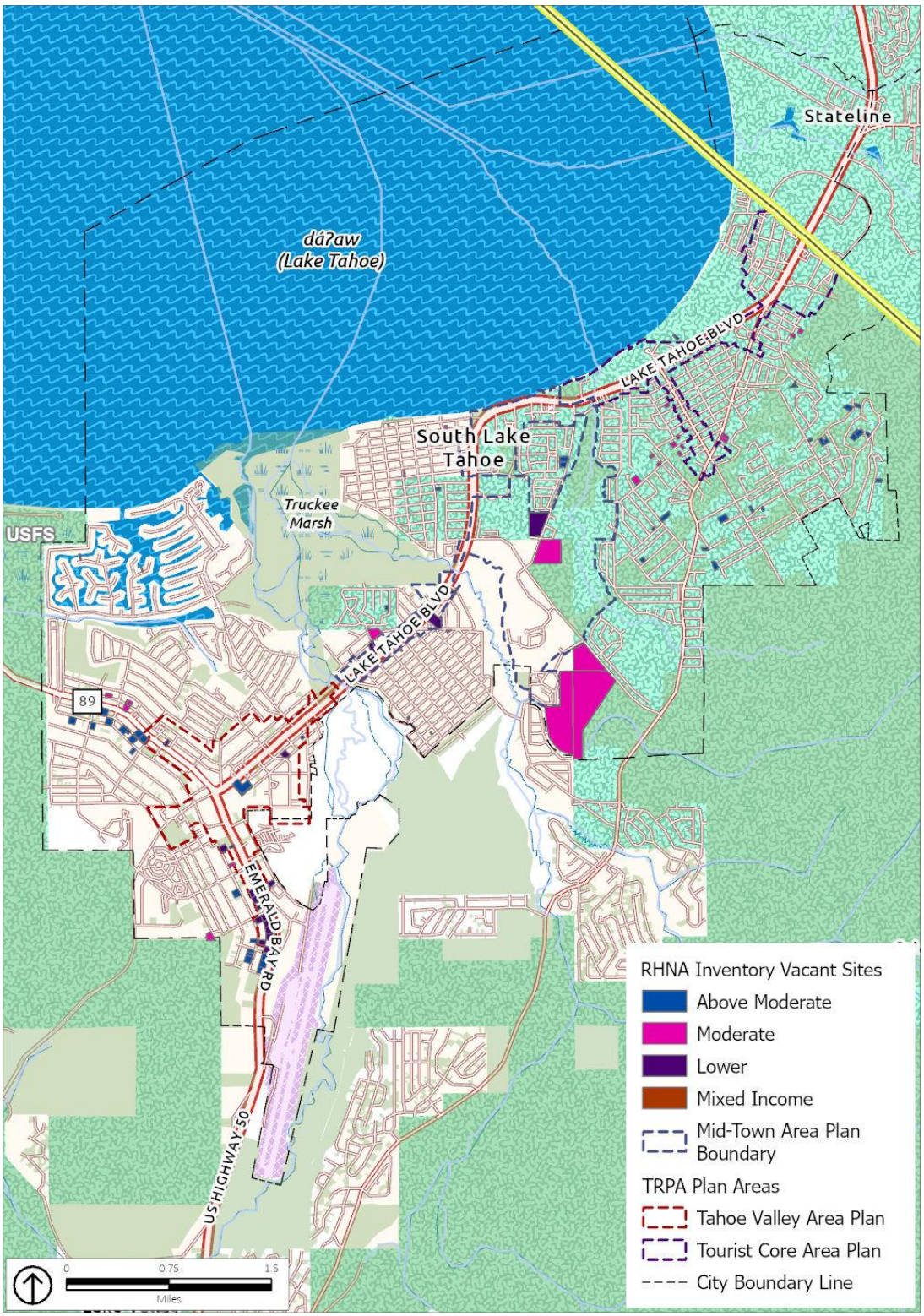
The following assumptions were made in determining which vacant lots have development potential:

- If it has an IPES score greater than 1, the vacant lot is developable.
- If it has an IPES score of zero, it is not developable.

Alternatively, the Bailey Land Capability Classification System, in place since 1971, regulates land coverage for multifamily housing development. The Bailey classification system scores land between one and seven. Low-capability scores (i.e., less suitable for development) range between one and three, and high-capability scores (i.e., more suitable for development) range from four to seven. This system also generally limits the amount of land coverage for most developable parcels to a maximum of 30-percent impervious land coverage, except in the TVAP and TCAP areas, which allow a maximum of 70-percent impervious land coverage.

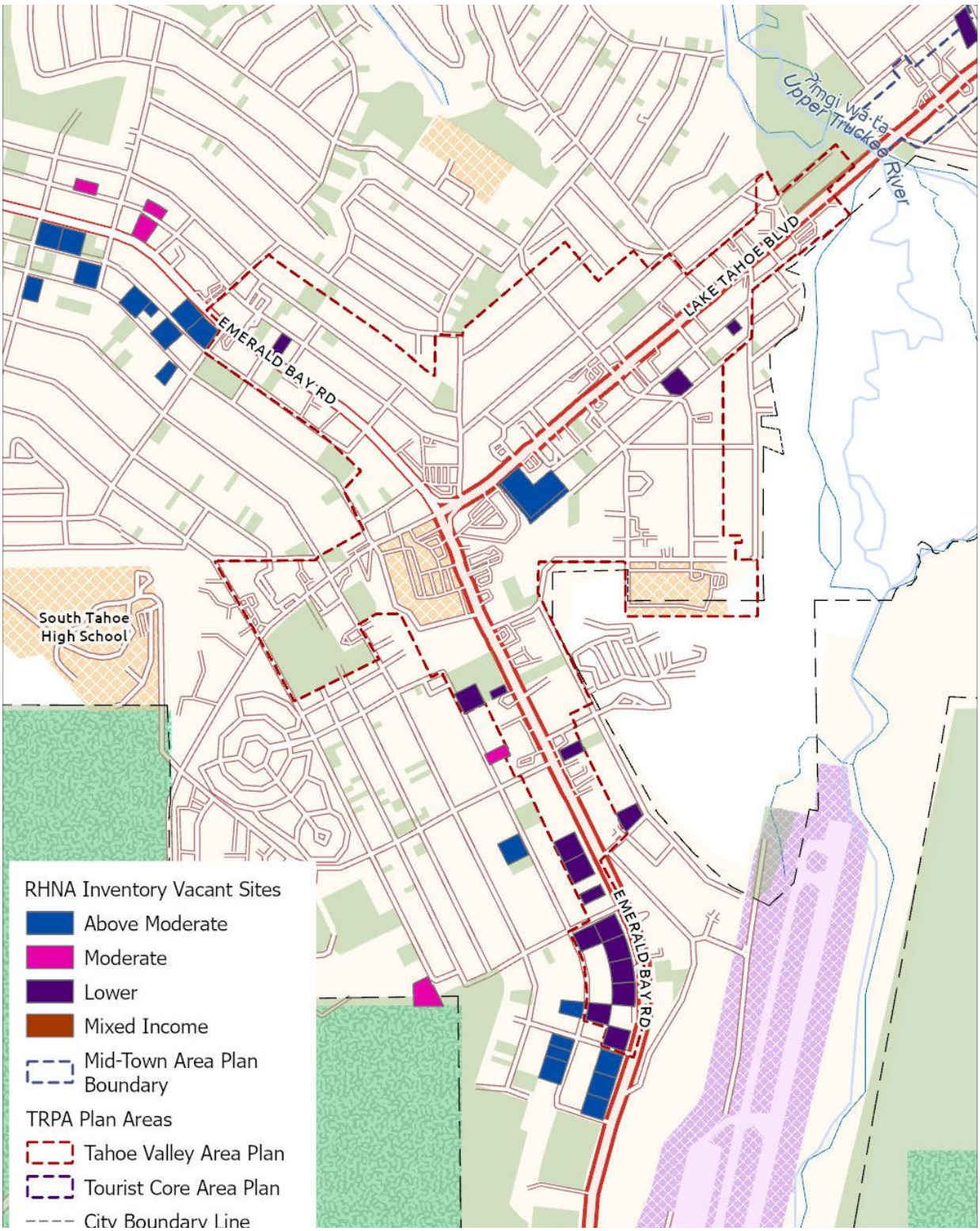
The site inventory in Appendix A summarizes the potential for development of vacant lots in South Lake Tahoe based on data provided by TRPA and the City of South Lake Tahoe. All of the parcels in the land inventory can accommodate at least one unit per parcel. As shown in Appendix A, 101 undeveloped lots are eligible for residential development in South Lake Tahoe, provided that they obtain a residential allocation for each unit developed. Of these 101 lots, there are 47 parcels (or 30acres) allowing a maximum of one unit per parcel. Vacant lots identified with IPES scores greater than 726 or Bailey scores of 6 or 7, are included in the 7th cycle sites inventory. The available vacant parcels to meet the RHNA are shown in Figure 4-20. Figure 4-19 identifies the sites located in the Tahoe Valley Area Plan (TVAP) and Figure 4-20 identifies the sites located in the MTAP.

FIGURE 4-18: HOUSING SITES INVENTORY



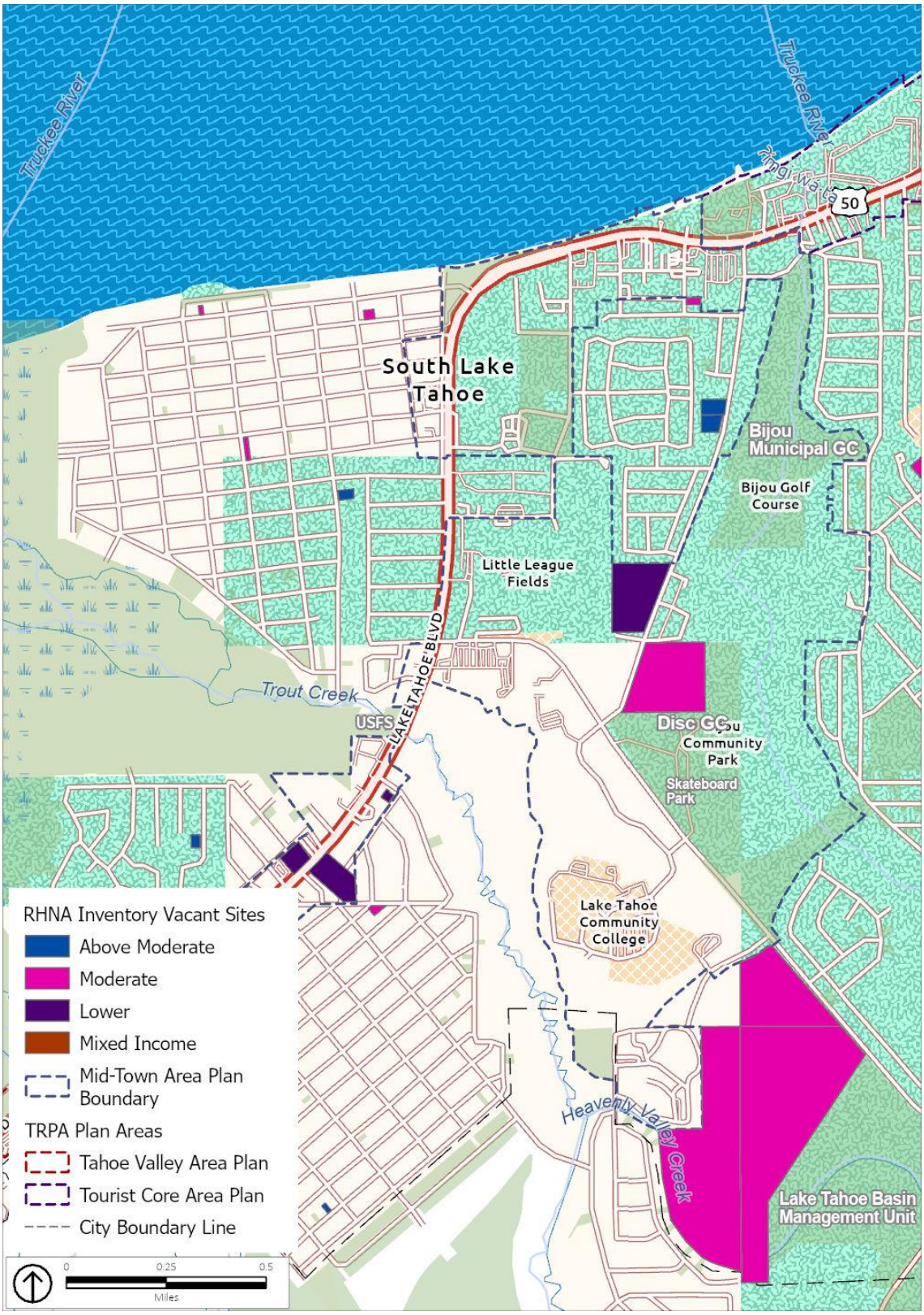
Source: City of South Lake Tahoe 2026.

FIGURE 4-19: VACANT SITES IN THE TAHOE VALLEY AREA PLAN



Source: City of South Lake Tahoe 2026

FIGURE 4-20: VACANT SITES IN THE MID-TOWN AREA PLAN



Source: City of South Lake Tahoe 2026

Analysis of Above-Moderate-Income Housing Opportunities on Vacant Land

There are an adequate number of vacant single-family and small multiple-family parcels to meet the City's "fair share" of regional housing needs for above-moderate-income housing (133 units). TRPA restricts the number of housing unit permits for local jurisdictions within the Basin. In the past, jurisdictions received a fixed number of allocations each year. In 2003, TRPA changed the allocation system by tying it directly to a jurisdiction's accomplishments of environmental improvements. For the 2023–2024 and 2025–2026 distribution periods, the City received its full base allocation of 66 allocations per two-year period (33 per year), with no deductions applied.

TRPA distributes residential allocations to local jurisdictions every two years based on residential permit review, code compliance, short-term rental neighborhood compatibility, and Total Maximum Daily Load (TMDL) implementation, pursuant to TRPA Code (Section 50.5.2.E). The system includes criteria for evaluating conformance with the Lahontan Regional Water Quality Control Board and Nevada Department of Environmental Protection and short-term rental neighborhood compatibility guidelines. Each jurisdiction is provided with a base allocation, which may be reduced incrementally based on TRPA's evaluation of these criteria. The City's minimum allocation may be reduced to 10 allocations with deductions. Based on past performance, it is likely that the City will continue to receive the full base allocation of 33 allocations per year. The realistic development within this eight-year planning period, based upon allocations, is 264 units: 176 new single-family homes and 88 new multifamily units (some of which may be subdivided into condominiums).

Different jurisdictions have different methods of distributing allocations to property owners. The City of South Lake Tahoe sets aside 33.3 percent of its allocations for multifamily housing developments (including condominiums). Because the market value of transferable allocations is about $30,000, it would be reasonable to expect that only people constructing above-moderate-income homes would elect to obtain their allocations by purchasing them on the private market instead of waiting on the City's waiting list. The City's 264 base allocations over the planning period (33 per year over eight years) provide sufficient allocation capacity to support the construction of 129 new above-moderate-income units on vacant sites identified in the sites inventory in Appendix A, consistent with the realistic capacity estimates for above moderate-income parcels. Based on staff assumptions and the affordability analysis described earlier in this section, it is reasonable to expect that the majority of these units will be affordable only to people with above-moderate incomes. This number of projected above-moderate-income units from vacant sites, combined with 46 units from approved projects and 15 projected ADUs for a total above-moderate capacity of 190 units, satisfies the City's above-moderate-income RHNA of 133 units.

Analysis of Moderate-Income Housing Opportunities on Vacant Land

There are multifamily and small-lot parcels listed in Appendix A that could be used to create affordable ownership opportunities for moderate-income households. The sites inventory identifies 29 vacant parcels (108.6 acres) suitable for moderate-income development, with maximum allowed densities ranging from 8 to 15 units per acre, including four MTAP parcels totaling 96.5 acres. All moderate-income parcels in Appendix A are vacant and privately owned. These 29 parcels are projected to accommodate 257 units of moderate-income housing capacity, including 217 units from the four MTAP parcels.

The City has an RHNA allocation of 53 moderate-income units. The available parcels are sufficient to accommodate the moderate-income RHNA. Moderate-income units approved or constructed during the planning period will also be subject to annual allocation restrictions described previously. While this is a

significant amount of the annual allocation allotted to the City, more affordable units can be developed than the annual allocation due to bonus units granted from unit affordability. As described in Section 4.6.2.3, *Growth Controls*, TRPA does not require allocations for the construction of deed-restricted housing units that meet the criteria of affordable housing (low- and very-low-income categories, moderate-income category, or achievable-income category units).

Analysis of Acutely Low-, Extremely Low-, Very-Low-, and Low-Income Housing Opportunities on Vacant Land

Consideration of sites suitable for development of lower-income housing is based on properties that have suitable land use designations, densities, and conditions to be considered likely to develop with affordable housing. As allowed by the state, the City is considering sites that allow at least 20 dwelling units per acre to have suitable density for lower-income housing development. There are 22 parcels that allow multifamily development at densities suitable for lower-income housing, ranging from 25 to 65 units per acre (summarized in Appendix A). All 22 properties comprise 26.4 acres and have the regulatory and physical conditions suitable for facilitating affordable housing development. Seventeen of these parcels (13.1 acres, 123 units of capacity) are in the Tahoe Valley Area Plan (TVAP) area, allowing densities of up to 25 units per acre; these TVAP parcels were previously included in the City's 6th Cycle Housing Element sites inventory as moderate-income sites and have been reclassified as lower-income sites in this 7th Cycle based on their location in the TVAP area. The remaining five parcels (13.3 acres, 147 units of capacity) are within the MTAP boundary, allowing densities of up to 65 units per acre. These densities are consistent with the State's default density standard of at least 20 units per acre to meet the lower-income RHNA.

The City has a RHNA of 105 lower-income units. The 22 parcels are proposed to accommodate 270 lower-income units when land coverage and environmental restrictions are considered. In addition, 132 lower-income units are provided through approved projects and 18 projected ADUs, for a total lower-income capacity of 420 units. Densities on approved and pending projects with residential in the city range from 3.5 to 67 dwelling units per acre with most projects developing at 100 percent residential. Market-rate projects in recent years range from approximately 3.5 to 19 dwelling units per acre, while deed-restricted affordable projects have reached an achievable density above that. Affordable projects benefiting from TRPA bonus units and the Phase 2 Housing Amendments have achieved densities of 61 to 67 dwelling units per acre.

The lower-income sites inventory is comprised of 16 parcels (73 percent) that are less than one acre in size. Consolidation of existing development to create affordable housing for people of lower incomes can be expensive. It can be challenging to consolidate properties to make a re-use project financially feasible and to create reasonably secure investments for a developer. However, lot consolidation could increase the financial feasibility opportunities for affordable multifamily housing developments. Program 1-6 commits the City to allowing and encouraging lot consolidation and working with the development community to promote awareness of lot consolidation opportunities.

Additionally, the City has a track record of lot consolidation and the production of both affordable and market rates housing, as shown in Table 4-47.

Entitled and Approved Projects to Meet RHNA

Pursuant to Government Code Section 65583(a)(3) and HCD guidance, the City's RHNA capacity includes units from projects that have received all required entitlements or have active planning approvals and are reasonably expected to be built within the planning period. These units are credited toward the RHNA based on the affordability level and unit count of each approved development. The City has 179 units in approved or entitled projects distributed across income categories as shown in Figure 4-21 and Table 4-48, and in more detail in Appendix A. These projects reduce the reliance on the vacant sites inventory to demonstrate RHNA with current active private and public investment in housing.

Lower-Income Approved Units

Two entitled projects, Sugar Pine Village and the 3900 and 3908 Lake Tahoe Boulevard Affordable Housing Project, contribute 132 lower-income units toward the City's lower-income RHNA. Approved lower-income projects alone exceed the lower-income RHNA, providing a surplus of 27 units before accounting for the vacant site capacity or projected ADUs.

Sugar Pine Village, located on state-owned land at 1860 Lake Tahoe Boulevard and 1029 Tata Lane was entitled in January 2021, and consists of two consolidated parcels in the TVAP area. The third phase of the project includes 60 lower-income units, which will be located at 1888 Lake Tahoe Boulevard. The project is funded through a combination of the State Excess Sites Program, Federal and State Tax Credit Equity, the CA Housing Accelerator, and multiple other state and local funding sources. Full buildout of the site is anticipated at 248 units upon completion of funding commitments. Currently, Phase 1 (38 units at 1029 Tata Lane and 90 units at 1888 Lake Tahoe Boulevard) and Phase 2 (60 units at 1888 Lake Tahoe Boulevard) have provided a combined 188 affordable apartments. The 7th Cycle Housing Element credits 60 additional lower-income units from the remaining phases at 1888 Lake Tahoe Boulevard, reflecting units with active funding commitments during the planning period.

Moderate-Income Approved Units

One moderate-income unit is credited from approved projects during the planning period. The approved project at 3900 and 3908 Lake Tahoe Boulevard contributes one moderate-income unit.

Above-Moderate-Income Approved Units

Six of the approved projects contribute 46 above-moderate-income units toward the City's RHNA of 133 units. These projects are located across several residential and mixed-use zones in the city and represent active private development without public subsidy.

Table 4-48 provides a summary of the approved projects assumed to meet a portion of the RHNA.

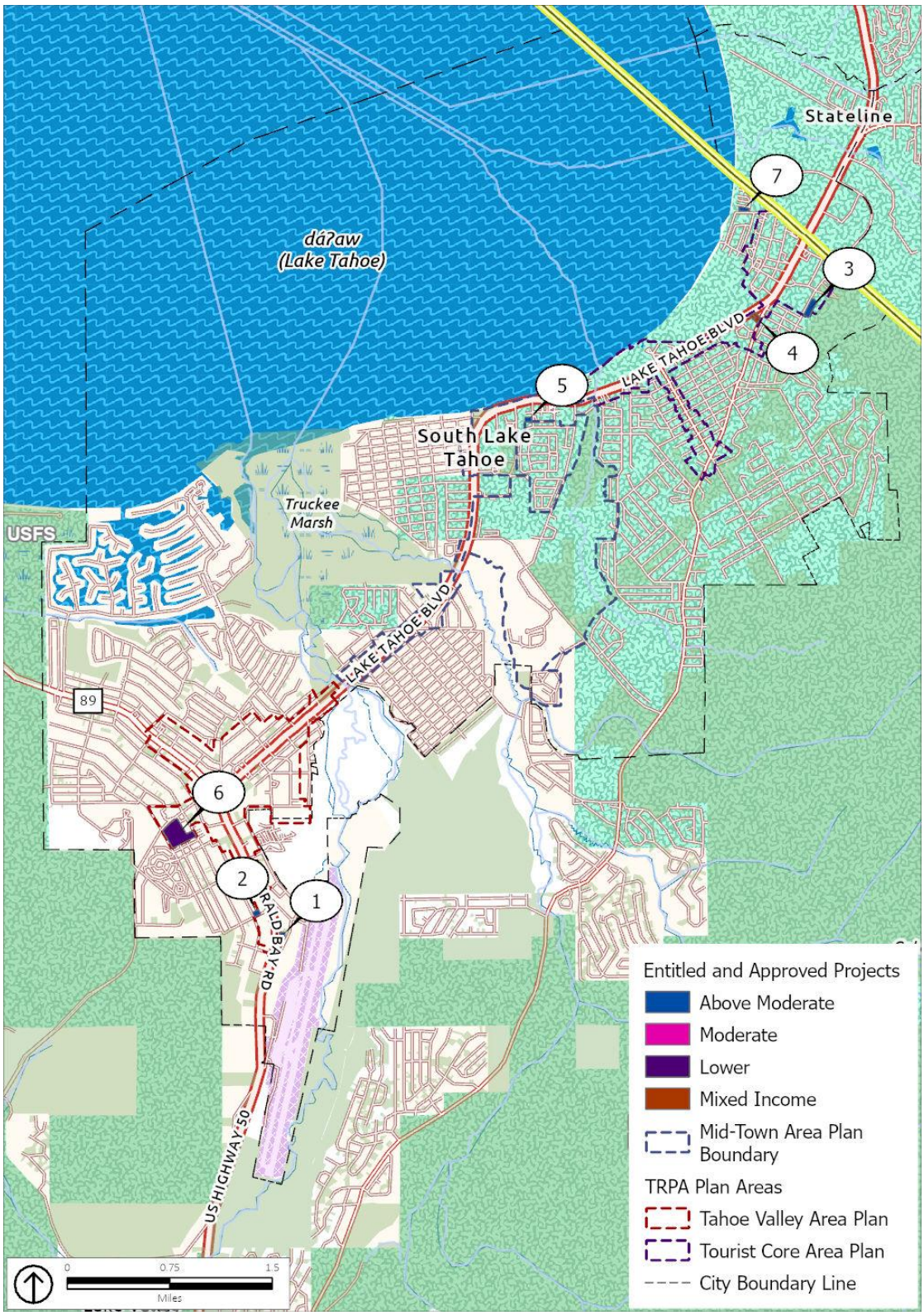
TABLE 4-48
APPROVED PROJECTS TO MEET THE RHNA

Project No.	Project Name or Address	Lot Consolidation	Total	Affordability			Funding Source	Year Planning Approved	Project Description/Status
				Lower	Mod	Abv. Mod			
1	8-Unit Residential Project 1389 Emerald Bay Road	No	8			8	n/a	2024	*Applicant has not applied for a building permit*
2	F Street Residential 1971 F Street	No	12			12	n/a	2023	*Applicant has not applied for a building permit*
3	HVR Acquisition LLC Multi-Family Phase 2 3794 Montreal Road	No	12			12	n/a	2024	Construction started in June 2026
4	Multi-Family Affordable Housing Project, 3900 and 3908 Lake Tahoe Blvd	Yes – 2 parcels consolidated	75	72	1	2	PLHA, PIP. Additional funding currently being pursued.	2025	*Currently in review for a building permit and financing is being pursued.*
5	Fremont Multi-Family Homes 1050 Fremont Avenue	No	11			11	n/a	2025- Original Design Review *2026 - Design Review Revision*	*Currently in review for a Design Review Revision*
6	Sugar Pine Village 1888 Lake Tahoe Blvd – Phase 4	Yes – consolidated with 1029 Tata Ln.	60	60			Funding currently being pursued.	2021	Phase 4 Construction proposed to start in 2027.
7	821 Stateline Avenue	No	1			1	n/a	N/A - Planning has not approved	Currently in Design Review
TOTAL			**179**	**132**	**1**	**46**			

Source: City of South Lake Tahoe 2026.

Permanent Local Housing Allocation: PLHA; Prohousing Incentive Program: PIP

FIGURE 4-21: ENTITLED AND APPROVED PROJECTS



Source: City of South Lake Tahoe 2026.

Accessory Dwelling Unit Assumptions

To accommodate a portion of the City's RHNA the City has projected 48 ADUs over the 2027–2035 planning period. This projection is based on recent ADU permit activity in South Lake Tahoe, which averaged approximately six ADUs per year between 2020 and 2025. Consistent with this trend, the City projects a continuation of approximately six ADUs per year for a total of 48 units over the planning period. The City proposes Program 2-14 to monitor ADU production annually in order to remain on target with the assumptions used in the sites inventory.

The 48 projected ADUs are distributed across all income categories as follows: 18 lower-income units, 15 moderate-income units, and 15 above moderate-income units based on historical ADU permit activity from 2020 through 2025 and anticipated increases in lower-income ADU production resulting from the TRPA bonus unit program incentives described in this chapter. Lower-income ADUs would be primarily anticipated in the TCAP, TVAP, and MTAP areas, where TRPA offers bonus residential units at no cost to property owners who construct deed-restricted affordable or achievable income ADUs pursuant to Chapter 52 of the TRPA Code of Ordinances, and described in the beginning of this chapter. This incentive encourages production of deed-restricted ADUs affordable to lower-income households without requiring use of a residential allocation. Moderate- and above-moderate-income ADU projections reflect market-rate ADU production in residential neighborhoods citywide.

Market-rate ADUs require a residential allocation from the City through the annual base allocation or for free per Resolution 2025 - 084. Deed-restricted ADUs meeting TRPA's affordable, moderate-, or achievable-income criteria are exempt from the allocation requirement. The City's ADU projections are conservative and are not relied upon to meet the majority of any single RHNA income category.

Site and Environmental Constraints

None of the sites listed in Appendix A have any known constraints to development of housing. Additionally, there are no other conditions that could impact housing development such as shape, contamination, easements, conditions, or compatibility.

Conclusions

The City of South Lake Tahoe has identified a combination of vacant sites, projected ADUs, and entitled and approved projects to accommodate its 7th Cycle RHNA. As shown in Table 4-49, the City has a total capacity of 883 units to meet the RHNA. This includes a lower-income capacity of 420 units, a moderate-income capacity of 273 units, and above-moderate-income capacity of 190 units. The City will continue to strive to meet its housing production goals within the constraints of TRPA's allocation process and constraints to development related to basin-wide restrictions.

TABLE 4-49 ACCOMODATING THE 7TH CYCLE RHNA South Lake Tahoe						
Income Category	**RHNA**	**Approved Projects**	**Vacant Sites Unit Capacity**	**Projected ADUs**	**Total Capacity**	**Unit Surplus**
Acutely Low	14	132	270	18	**420**	**351**
Extremely Low	22					
Very Low	27					
Low	42					
Moderate	53	1	257	15	**273**	**220**
Above Moderate	133	46	129	15	**190**	**57**
Total	**291**	**179**	**656**	**48**	**883**	**628**

Source: HCD 2026; PlaceWorks 2026.

4.5.2.2 Adequacy of Public Facilities, Services, and Infrastructure

This section addresses the adequacy of public facilities, services, and infrastructure to accommodate planned residential growth through the end of the Housing Element planning period (to June 30, 2027).

Water

The South Tahoe Public Utility District (STPUD, District) provides water service to the majority of South Lake Tahoe. The water supply originates from 11 active wells and four standby wells, which, as of 2024, supply approximately 14,200 homes and businesses. Since 1997, MTBE (methyl tert-butyl ether) contamination has been responsible for the closure of 15 STPUD drinking wells. However, the District was the first in California to employ progressive advanced oxidation MTBE treatment technology approved by the California Department of Health Services. This treatment has significantly reduced MTBE contamination in the water supply, and none was detected in any wells as of 2020. Currently, there is a known tetrachloroethylene (PCE) plume within the west-central portion of the Tahoe Valley South Sub-basin northeast of Emerald Bay Road and the South Y Area, which has impacted the beneficial use of groundwater in that area. The District has evaluated various remediation options and plans to use targeted pumping to control or remove the contaminant and prevent its migration.

The available groundwater for extraction in the Tahoe South Subbasin is 32,050 acre-feet per year. The District operates well below this value and is expected to remain within the sustainable yield until at least 2045. The District estimates that it could serve up to 7,000 additional housing units with existing infrastructure and currently issues Intent to Serve letters for current and future development projects. While the District has small waterlines within the existing distribution system, these rarely present a problem for standard residential construction. High-density projects may require upgrading existing undersized waterlines however, these types of projects are typically in more developed areas that tend to have larger waterlines. Future capital projects are planned and will be implemented to improve reliability, efficiency, and community-wide access to fire flow. The District reports that no projects are currently planned to increase its storage capacity, as capacity is not a limiting factor for anticipated buildout conditions.

Therefore, there are enough connections available to address the sites inventory identified in this Housing Element.

Three smaller water providers (and several individual private wells) also serve South Lake Tahoe. These private water companies are mostly built out and serve approximately 2,600 total connections. The following outlines the status of each provider:

- Tahoe Keys has three wells. Beginning in late 2020, elevated uranium levels forced two wells offline. Uranium filtration systems have since been installed, and all three wells are now operational, though with reduced pumping capacity. A new inter-tie with the Lukins Brothers Water Company (LBWC) has been established, providing supplemental supply. Tahoe Keys is evaluating long-term water system management options, including potential consolidation with another water provider.
- The Lukins Brothers Water Company (LBWC), a privately owned water-supply system, has approximately 975 connections and less than 100 remaining buildable lots within its territory. LBWC and the City of South Lake Tahoe have a Franchise Agreement for system infrastructure rehabilitation. Since 2014, the LBWC has begun replacing 4-inch water mains with 12-inch water mains. Over 6,000 feet of water mains have been completed to date, and 20 fire hydrants have also been constructed. In addition, LBWC has built a water filtration plant to treat PCE contamination and another 98,000 gallons of storage capacity. LBWC issues Intent to Serve letters for any serviceable lots in their territory. With the updates planned at the LBWC, it is anticipated that they will have capacity to serve the remaining lots available within its territory.
- Lakeside Park has the ability to filter lake water and to bypass the filter if necessary to meet fire flows. The water is pumped from a pump station on Lakeside Beach to a treatment plant on Pine Boulevard. Once treated, the water is stored on-site in a 210,000-gallon storage tank ready to use. Lakeside Park also has a well and an eight-inch tie-in with STPUD in case of an emergency. As of September 2021, Lakeside Park had 139 domestic water connections. Given the availability of lake water, groundwater, and STPUD water for emergencies, Lakeside Park will have capacity to serve the remaining lots available within its territory.

Sewer

STPUD also provides wastewater collection, treatment, and export for Tahoe's South Shore within El Dorado County. The system provides effluent water at state water standards, but the Lahontan Regional Water Quality Control Board prohibits the use of recycled water within the Tahoe Basin. Therefore, after advanced secondary treatment, STPUD pumps the effluent outside of the Lake Tahoe Basin to a reservoir in Alpine County for agricultural purposes. The facilities have a permitted capacity of 7.7 million gallons per day serving 18,300 connections and receive an average daily flow of 3.5 million gallons per day, 100 percent of which is recycled. The wastewater treatment plant could accommodate 30,729 additional sewer connections. Sewer capacities are not expected to be a problem unless a high-density project is planned in an underperforming part of the collection system. The District reports that that would not be an insurmountable obstacle, as sewer lines can typically be upsized to accommodate increased flows. Regardless, there are enough connections available to address the sites inventory identified in this Housing Element.

Infrastructure Financing

Because of the already high cost of TRPA fees associated with development in South Lake Tahoe, the City does not collect impact fees from developers to finance infrastructure improvements as other cities may do. Infrastructure needs can also be assessed and financed on a case-by-case basis during individual project review. On large projects, specific mitigation required under the California Environmental Quality Act (CEQA) may include off-site infrastructure improvement.

Dry Utilities

Dry utilities are available to serve all the sites in the inventory.

Summary

The City of South Lake Tahoe has adequate public facilities, services, and infrastructure to accommodate planned residential growth within the existing city limit during the time frame of this Housing Element. The STPUD has water and sewer capacity to accommodate projected residential demand.

Improvements are underway to resolve uranium contamination in the primarily built-out Tahoe Keys district. With uranium treatment and eradication in progress and emergency water supplies secured from another nearby water provider, this is a near-term issue and not deemed to be a long-term constraint to population growth. In general, the facilities in South Lake Tahoe are adequate to meet population growth associated with the development of South Lake Tahoe's share of the regional housing sites identified in this Housing Element.

4.5.3 Inventory of Local, State, and Federal Housing and Financing Programs

4.5.3.1 Current City Programs

The City has very limited financial resources of its own to allocate for housing. Instead, funds for affordable housing and rehabilitation come primarily from the state and federal governments. The programs discussed in this section are implemented by the City of South Lake Tahoe.

4.5.3.1.1 Rental Housing New Construction Program

Of all the City's housing programs, the Rental Housing New Construction Program has been the most effective for creating deed-restricted affordable housing for very-low- and low-income households in South Lake Tahoe. The City works with developers to create quality affordable housing and allocates funds to support such projects. The City has partnered with developers to create deed restricted affordable housing units in projects throughout the city.

The Aspens project opened in 2014 and included 48 rental units, 47 of which are assisted units occupied by low- and very-low-income households; the remaining unit is a moderate-income manager unit. The City had a Loan Agreement with SLT Pacific Associates for the construction of The Aspens project. The loan was for $3,000,000 of HOME Program funds (Standard Agreement 10-HOME-6347).

The City partnered with the State of California and Related California to develop Sugar Pine Village, an affordable housing project providing 248 low-income housing units. The project is located at 1860 Lake Tahoe Boulevard (official address: 1888 Lake Tahoe Boulevard) and 1029 Tata Lane. As of 2025, the 1029 Tata Lane component (38 units, 2 buildings) received a certificate of occupancy in October 2024. At 1888 Lake Tahoe Boulevard (7 residential buildings), 3 buildings received certificates of occupancy in October

2024 and October 2025, 3 buildings received building permits in September 2022 and February 2025, and two additional buildings applied for building permits in December 2025. The City contributed over $2.5 million in HOME Program Income, Redevelopment Agency Program Income, and general fund dollars, and has supported the project through HOME, Affordable Housing and Sustainable Communities, Infill Infrastructure Grant, and Permanent Local Housing Allocation funds.

In 2025, the City approved an additional major affordable housing project at 3900 and 3908 Lake Tahoe Boulevard (Project No. 24-173). The project consists of 75 units total, 72 multifamily dwelling units (low-income), 2 live-work units (above-moderate income), and one manager's unit (above-moderate income), and is located within the Tourist Core Area Plan. Funding is being pursued through the Affordable Housing and Sustainable Communities (AHSC) program and other sources.

4.5.3.1.2 Single-Room Occupancy Unit Conversion and Inspection Program

On June 16, 2015, the City Council of South Lake Tahoe moved to adopt an ordinance that established standards for residential SRO units as permissible in the city. The ordinance applies to owners of motel properties who offer long-term stays of 29 days or more for lower-income or unhoused residents in an effort to encourage more healthful and sanitary living conditions. Emergency shelters or other uses intended purely for transient lodging are exempt from these requirements. In terms of living standards, the ordinance requires that SRO units offer, at the very minimum, access to kitchen facilities (one in each SRO if a common kitchen does not exist); a bathroom with a toilet, sink, and bathtub or shower; and functioning smoke and carbon monoxide detectors. It also establishes minimum habitable floor-area requirements based on household size, as follows:

- For a single occupant: 120 square feet
- For two occupants: 170 square feet
- For three occupants: 220 square feet
- For four occupants: 270 square feet

The ordinance requires that motel owners designate a certain portion of their rooms as SRO units to obtain a permit for all necessary improvements. The ordinance also establishes a process for conducting inspections of these SRO units (see City Code Section 6.15.750). The City inspects each permitted SRO unit on an annual basis or more frequently as needed. The SRO unit or units at a specific property must comply with the standards in force when the permit was originally issued. If any SRO unit poses a health risk to the degree that a tenant must seek relocation, relocation costs are imposed on the property owner.

Unless otherwise occupied and used for transient housing, all designated SRO units remain as tourist accommodation units (TAU) as their default use. Since adoption of the SRO ordinance, the City has helped to certify at least 553 SRO units across the city. The program is administered jointly with the Multifamily Dwelling Inspection and Maintenance Program; in 2025, City staff conducted 14 site visits to SRO properties as part of this ongoing inspection program.

4.5.3.1.3 Housing Issues Hotline

The City of South Lake Tahoe administers the Housing Issues Hotline to assist residents with substandard housing concerns. The Housing Issues Hotline is a phone number that residents can call to get information, locate resources, request assistance, or potentially file a complaint regarding the condition of their rental unit. The hotline tracks substandard housing complaints and works alongside the City's SRO and MFD Inspection Program to address substandard housing issues in a timely manner. The program also offers information on the City's website about tenant and landlord rights and responsibilities and provides step-by-step instructions to filing a housing complaint.

4.5.3.1.4 Long Term Rental Incentive Grant Pilot Program

In October 2021, the City approved the Long-Term Rental Incentive Grant Pilot Program, designed to encourage property owners to convert their vacant homes and/or rooms into long-term rentals for local employees seeking housing. The program incentivizes homeowners to participate by offering funds and taps into the large stock of second homes that sit vacant for a large part of the year. Homeowners can earn income on their second homes in return for housing local employees.

The program was initially administered by Placemate, a Truckee-based company specializing in mountain-community workforce housing. The program renamed "Lease to Locals," was extended through the end of 2023 and has continued since. As of September 2025, the City assumed direct administration of the program, now operating it internally as the South Lake Tahoe Long-Term Rental Incentive Program.

4.5.3.2 Current El Dorado County Programs

El Dorado County implements the following programs.

4.5.3.2.1 The Housing Choice Voucher Program

The Housing Choice Voucher Program (formerly Section 8) helps low-income residents of El Dorado County afford safe, decent, and sanitary housing. HUD provides funds to the El Dorado County Public Housing Authority to administer the program. The County of El Dorado Housing Authority Choice Voucher waiting list has been closed since 2016, and no current openings are available.

4.5.3.2.2 Owner-Occupied Rehabilitation Program

The Owner-Occupied Rehabilitation Program provides loan assistance to low- and moderate-income homeowners for repairs and improvements to their primary residence, including health, safety, and habitability-related improvements.

4.5.3.2.3 Weatherization and Energy Assistance Programs

El Dorado County administers two energy assistance programs available to income-eligible South Lake Tahoe residents through the local office at 1360 Johnson Boulevard, Suite 103.

The Home Energy Assistance Program (HEAP) helps income-eligible households pay their energy bills or heating fuel costs. Eligible homeowners or renters may qualify for a payment credited directly to their electric utility account or for financial assistance in obtaining firewood, propane, pellets, or heating oil. Eligible households also receive energy conservation information and practical tips to reduce ongoing energy costs. Priority is given to elderly residents, persons with disabilities, and families with children under age 5.

The Weatherization Program provides free energy efficiency improvements to income-eligible households at no cost to the resident. Both programs are funded through the federal Low Income Home Energy Assistance Program (LIHEAP) and are administered by El Dorado County.

4.5.3.3 Private, State, and Federal Funding Programs

In addition to the funding programs available through the City and County, there are several state and federal funding programs that assist first-time homebuyers, build affordable housing, and help special-needs groups, such as seniors and large households (see Table 4-50 for a list of these programs). In most cases, other entities, including for-profit and nonprofit developers, apply for funds or other program benefits. For example, developers apply directly for Section 202 grants. In general, the City partners with the private sector to develop new affordable units.

TABLE 4-50
FINANCIAL RESOURCES FOR HOUSIGN ACTIVITIES

Program Name	Description	Eligible Activities
1. Federal Programs		
Community Development Block Grant (CDBG)	Grants are available to the City on a competitive basis for a variety of housing and community development activities. City competes for funds through the state's allocation process.	- Acquisition - Rehabilitation - Homebuyer Assistance - Economic Development - Homeless Assistance - Public Services
Emergency Solutions Grants (ESG)	Competitive grants help local governments and nonprofits finance emergency shelters, transitional housing, and other supportive services.	- New Construction - Rehabilitation - Homeless Assistance - Public Services
Home Investment Partnership Program (HOME)	Grants are available to the City on a competitive basis for a variety of housing activities. City competes for funds through the state's application process.	- Homebuyer Assistance - Rehabilitation - New Construction - Rental Assistance
Housing Choice Voucher Program (Section 8)	An assistance program provides direct funding for rental subsidies for very-low-income families.	- Rental Assistance
Section 202	Grants are available to private nonprofit developers of supportive housing for very-low-income seniors.	- New Construction
Housing Rehabilitation Program	Financial assistance is available to low-income homeowners for health and safety improvements.	- Rehabilitation
Continuum of Care/Homeless Emergency Assistance and Rapid Transition to Housing (HEARTH)	Funding is available through the HEARTH Act of 2009 to provide necessary resources for development of programs to assist homeless individuals and families.	- Homeless Assistance - New Construction
Housing Opportunities for Persons with AIDS (HOPWA)	The HOPWA program provides housing assistance and supportive services for low-income people with HIV/AIDS and their families.	- Rental assistance

TABLE 4-50 FINANCIAL RESOURCES FOR HOUSIGN ACTIVITIES		
Program Name	**Description**	**Eligible Activities**
Encampment Resolution Funding (ERF) Program	This HCD-administered state program (funded by state budget) provides grants to cities and counties to address encampments and connect individuals experiencing unsheltered homelessness to permanent housing and services. This is intended to complement existing federal ESG and CoC resources.	- Encampment Resolution
2. State Programs		
Permanent Local Housing Allocation (PLHA)	PLHA provides a permanent source of funding for all local governments in California to help cities and counties implement plans to increase the affordable housing stock. The two types of assistance are formula grants to entitlement and non-entitlement jurisdictions, and competitive grants to non-entitlement jurisdictions.	- Predevelopment - Development - Acquisition - Rehabilitation - Preservation - Matching Funds - Homelessness Assistance - Accessibility Modifications - Homeownership Assistance - Fiscal Incentives
Senate Bill 2 Technical Assistance Grants	Financial and technical assistance is available to local governments to update planning documents and zoning ordinances to streamline housing production, including, but not limited to, general plans, community plans, specific plans, implementation of sustainable communities strategies, and local coastal programs.	- Technical assistance - Planning document updates
Affordable Housing Partnership Program (AHPP)	This program provides lower interest rate California Housing Finance Agency (CHFA) loans to homebuyers who receive local secondary financing.	- Homebuyer Assistance
Cal Home	Grants are awarded to jurisdictions for owner-occupied housing rehabilitation and first-time homebuyer assistance.	- Homebuyer Assistance - Rehabilitation
Single-Family Housing Bond Program (Mortgage Revenue Bonds)	Bonds are issued to local lenders and developers so that below-market interest rate loans can be issued to first-time homebuyers.	- Homebuyer Assistance
Housing and Disability Advocacy Program (HDAP)	This program provides services to assist disabled individuals who are experiencing homelessness who apply for disability benefit programs while also providing housing assistance. HDAP has four core requirements: outreach, case management, disability advocacy, and housing assistance.	- Rental assistance
No Place Like Home	Loans are available to counties or developers in counties for permanent supportive housing for those with mental illness who are homeless or at risk of homelessness.	- New construction

TABLE 4-50
FINANCIAL RESOURCES FOR HOUSIGN ACTIVITIES

Program Name	Description	Eligible Activities
California Emergency Solutions and Housing (CESH)	This program provides funds for activities to assist persons experiencing or at risk of homelessness. Program funds are granted in the form of five-year grants to eligible applicants.	- Homelessness service system administration - New construction - Rental assistance
Low-Income Housing Tax Credits	A 4% annual tax credit can help owners of rental units develop affordable housing.	- New construction
Prohousing Incentive Program (PIP)	The PIP rewards local governments that earn HCD's Prohousing Designation with grant funding to accelerate affordable housing production and preservation. This is funded through the Building Homes and Jobs Trust Fund (SB 2 2017). Award amounts vary based on jurisdiction size and Prohousing Designation score.	- Predevelopment - Development - Acquisition - Rehabilitation - Preservation - Matching Funds
Multifamily Housing Program (MHP)	The HCD loan program is for the new construction, rehabilitation, and conversion of permanent and transitional rental housing for lower-income households. The programs supports affordable housing developments with capital and operating funds.	- New Construction - Rehabilitation - Acquisition - Conversion
Affordable Housing and Sustainable Communities (AHSC) Program	This cap-and-trade funded program, administered by the Strategic Growth Council, links affordable housing to greenhouse gas reduction goals, making housing, jobs, and key destinations accessible by walking, biking, and transit. The program provides grants and loans for housing and transportation improvements.	- New Construction - Rehabilitation - Transportation Improvements - Active Transportation Infrastructure
Infill Infrastructure Grant (IIG) Program	This is an HCD loan program for capital improvement projects that are integral to, or necessary to facilitate, the development of affordable and mixed-income housing in infill locations. The maximum award is $50 million.	- Infrastructure - Site Preparation - Off-Site Improvements - Utilities
California Housing Accelerator	This is a state program that provides capital to affordable housing projects that have received 9% Low-Income Housing Tax Credit (LIHTC) awards but face financing gaps preventing construction from starting. The program helps to accelerate shovel-ready projects to construction.	- New Construction - Gap Financing
Homekey / Homekey+	Homekey provides grant funding to local governments and developers for the acquisition and conversion of existing buildings (hotels, motels, commercial properties) into permanent affordable housing. Homekey+ (established by Proposition 1, March 2024) focuses specifically on veterans and individuals with behavioral health challenges who are homeless or at risk of homelessness, including new construction.	- Acquisition - Rehabilitation - New Construction - Conversion of Existing Buildings

TABLE 4-50 FINANCIAL RESOURCES FOR HOUSIGN ACTIVITIES		
Program Name	**Description**	**Eligible Activities**
Homeless Housing, Assistance and Prevention (HHAP) Grant Program	Ongoing state block grant provides direct funding to cities, counties, and Continuums of Care (CoCs) to address the homelessness crisis. HHAP replaces the expired Homeless Emergency Aid Program (HEAP). Funding is allocated based on CoC jurisdiction and population.	- Shelter Operations - Rapid Rehousing - Homelessness Prevention - Capital Improvements - Rental Assistance
Behavioral Health Services Act (BHSA) / Proposition 1 Bond	Proposition 1 (approved March 2024) replaced the Mental Health Services Act (MHSA) with the Behavioral Health Services Act (BHSA). BHSA expands eligibility to include substance use disorder services and requires 50% of housing intervention funds to serve chronically homeless individuals. Proposition 1 also authorized a $6.38 billion bond for behavioral health treatment and residential facilities, including supportive housing.	- New Construction - Supportive Housing - Behavioral Health Services - Special-Needs Programs
Local Housing Trust Fund (LHTF) Program	This program provides HCD matching grants to local governments to establish or expand local housing trust funds that provide flexible, revolving financing for affordable housing activities. The program requires a dollar-for-dollar local match and supports affordable housing production and preservation across income categories.	- New Construction - Rehabilitation - Acquisition - Preservation - Matching Funds
Excess Sites Local Government Matching Grants Program (LGMG)	The LGMG provides grants to local governments to support the development of affordable housing on surplus state-owned land conveyed or leased under the Excess Sites program. This helps jurisdictions cover predevelopment and infrastructure costs associated with developing state excess sites.	- Predevelopment - Infrastructure - Affordable Housing on Surplus State Land
Veterans Housing and Homelessness Prevention (VHHP) Program	This HCD loan program for the acquisition, construction, rehabilitation, and preservation of affordable multifamily housing for veterans and their families, particularly those experiencing or at risk of homelessness. The program is administered jointly by HCD and CalVet.	- New Construction - Acquisition - Rehabilitation - Preservation
Regional Early Action Planning (REAP) 2.0 Grants	This program is the successor to the Local Early Action Planning (LEAP) grants and provides funding to councils of governments and local governments for 7th Cycle housing element updates, zoning changes, and other planning actions that accelerate housing production and facilitate compliance with the 7th Cycle RHNA.	- Housing Element Updates (7th Cycle) - Zoning Amendments - Pre-Approved Plans - Planning Document Updates - Prohousing Policy Implementation

TABLE 4-50
FINANCIAL RESOURCES FOR HOUSIGN ACTIVITIES

Program Name	Description	Eligible Activities
3. Private Resources/Financing Programs		
California Community Reinvestment Corporation (CCRC)	This nonprofit mortgage banking consortium is designed to provide long-term debt financing for affordable multifamily rental housing. Nonprofit and for-profit developers can contact member banks.	- New construction - Rehabilitation - Acquisition
Federal National Mortgage Association (Fannie Mae)	Fixed-rate mortgages are issued by private mortgage insurers. Mortgages that fund the purchase and rehabilitation of a home are available. Low down payment mortgages are available for single-family homes in underserved low-income and minority cities.	- Homebuyer Assistance - Rehabilitation - Homebuyer Assistance
Freddie Mac Home Works	This program provides first and second mortgages that include rehabilitation loan. The City provides gap financing for rehabilitation component. Households earning up to 80% MFI qualify.	- Homebuyer Assistance
Affordable Housing Program (Federal Home Loan Bank)	Loans (and some grants) are available to public agencies and private entities for a wide variety of housing projects and programs. Participation is by Federal Home Loan Bank participating lenders.	-New Construction -Homebuyer Assistance -Rehabilitation -Housing Supportive Services

Source: PlaceWorks 2026.

4.5.3.3.1 Assisted-Housing Projects in South Lake Tahoe

In addition to the resources previously listed, there are 13 multifamily rental housing complexes in South Lake Tahoe that receive government assistance from specific programs. Table 4-51, *Assisted Housing Stock*, lists these projects by address, assisted/total units, funding sources, and their earliest years of converting to market-rate prices (expiration date). The predominant funding source for assisted housing units in South Lake Tahoe is Low-Income Housing Tax Credits (LIHTCs). The project that could potentially convert to market-rate housing at the earliest would be the Tahoe Senior Plaza, with a covenant expiration date of 2039. Section 4.3.3, *Preserving At-Risk Units*, describes these housing projects in further detail.

4.5.4 Preserving At-Risk Units

State law requires that housing elements include an inventory of all publicly assisted multifamily rental housing projects within the local jurisdiction that are at risk of conversion to uses other than low-income residential within 10 years of the beginning of the current planning period (prior to January 31, 2037).

Thousands of privately owned affordable rental housing units have been constructed in California with the assistance of federal, state, and local funding (loans or grants) that restrict rents and/or occupancy of units to lower-income households for specified periods. In general, once the period of restricted rent/occupancy expires, a property owner may charge market rents for the previously restricted units. There is a threat that

low-income occupants may have to find alternative housing if rents rise to market levels, although in properties with Housing Assistance Payments (HAP) vouchers, those residents are provided "enhanced" vouchers to subsidize their rent in market-rate projects.

There are 13 assisted housing developments in South Lake Tahoe, providing 757 assisted units, that receive government assistance from specific programs. The projects receive assistance from the following funding sources: HUD, HCD, California Housing Financing Agency (CalHFA), Local, and LIHTC. Units are considered "at risk" if they will be eligible, within the next 10 years, to change to market-rate housing due to termination (opt-out) of a rent subsidy contract (e.g., Section 8), mortgage prepayment, or expiring use restrictions. Although these projects are required by law to be listed as at risk of converting to market-rate housing, it is not a very good indicator of whether these units will actually convert. The inventory of assisted units required to be reported in the Housing Element includes all multifamily rental units regulated by federal, state, and/or local programs. Such units include those developed under HUD programs, tax-exempt mortgage revenue bond programs, LIHTC, redevelopment programs, inclusionary housing programs, and density-bonus programs that are eligible for conversion to market rate through January 31, 2037.

As demonstrated in Table 4-51, no subsidized housing units are considered at risk of converting to market-rate units within 10 years of the beginning of this Housing Element planning period. California Government Code Section 65583 requires each city and county to adopt analysis and programs for preserving assisted housing developments.

Program 3-4 states that the City will maintain a list of all dwellings in the city that are subsidized by government funding or low-income housing developed through local regulations or incentives, and that the City will contact all property owners and notify them of the legal requirements to provide notice prior to the conversion of any units for lower-income households to market-rate units.

TABLE 4-51
ASSISTED HOUSING STOCK
SOUTH LAKE TAHOE
2026

Facility Name	Address	Assisted Units	Total Units	Funding Sources	Expiration Date	At-Risk
Tahoe Senior Plaza	1101 3rd Street	44	45	HUD PBRA	2039	No
Sky Forest Acres	750 Emerald Bay Road	18	18	HCD, HUD PBRA, Local	2063	No
Tahoe Pines Apts.	3431 Spruce Avenue	27	28	LIHTC	2048	No
Tahoe Valley Townhomes	1055 Tata Lane	68	70	LIHTC, CalHFA, Local	2053	No
Kelly Ridge	1447 Herbert Avenue	32	33	LIHTC, CalHFA, HCD, Local	2064	No
The Aspens at South Lake	3521 Pioneer Trail	47	48	HCD, LIHTC, CalHFA	2068	No
Bijou Woods Apartments	3421 Spruce Avenue	90	92	HUD PBRA, LIHTC, Local	2055	No
Sierra Garden Apartments	1801 Lake Tahoe Boulevard	75	76	HUD PBRA, LIHTC, Local	2070	No

TABLE 4-51
ASSISTED HOUSING STOCK
SOUTH LAKE TAHOE
2026

Facility Name	Address	Assisted Units	Total Units	Funding Sources	Expiration Date	At-Risk
Evergreen Apartments	1432 Melba	26	26	HUD PBRA, Local	2061	No
Sierra Gardens II Apartments	1801 Lake Tahoe Blvd.	75	75	HCD	2063	No
Sugar Pine Village Phase 1A	1860 Lake Tahoe Blvd	67	68	LIHTC	2075	No
Sugar Pine Village Phase 1B	1860 Lake Tahoe Boulevard	59	60	LIHTC	2078	No
Sugar Pine Village Phase 2A	1860 Lake Tahoe Blvd	59	60	HCD	2076	No
Bird's Nest*	2215 Lake Tahoe Blvd	21	21	HCD	2030	n/a
Red Lodge*	1137 Emerald Bay Road	24	24	HCD	2030	n/a
The Bear's Den*	2250 Lake Tahoe Blvd	25	25	HCD	2030	n/a
Total		**757**	**769**	**--**	**--**	**--**

Source: California Housing Partnership (Reached out to March 31, 2026)

Notes:

HUD PBRA = Department of Housing and Urban Development Project-Based Rental Assistance Program

LIHTC = Low-Income Housing Tax Credit

HCD =California Department of Housing and Community Development

**The Tahoe Coalition for the Homeless purchased three motels, the Red Lodge, Bear's Den, and Bird's Nest, and operates them as permanent supportive housing providing 70 beds under HCD's Homekey funding. Although the use restrictions associated with these properties are anticipated to expire by 2030 according to CHPC, these units do not qualify as at-risk units under the definition set forth in Government Code Section 65863.10, as the units are not eligible to convert to market-rate housing upon expiration of the use restrictions.*

Deed restrictions and affordability covenants are commonly used to preserve affordable units in publicly assisted housing. These methods ensure that the units are available to lower-income households long-term. Over time, the City may face the risk of losing some of its affordable units due to the expiration of covenants and deed restrictions. If market rents continue to increase, property owners may become inclined to discontinue public subsidies and convert the assisted units to market-rate housing to increase profits.

Conversion risk was assessed for the units in Table 4-51 based on information from HUD and the California Housing Partnership Corporation (CHPC). As stated previously, no units within South Lake Tahoe are at risk of converting into non-affordable housing projects in the near future. The following is an analysis of the preservation and replacement options of these housing projects.

4.5.4.1 Federal Programs to Preserve At-Risk Units

For below-market properties, Section 8 preservation tools include the Mark-Up-to-Market program, which provides incentives for for-profit property owners to remain in the Section 8 program after their contracts expire. The Mark-Up-to-Market program authorizes eligible Section 8 properties to increase rents, the difference of which is paid to the property owner by HUD, in exchange for a guaranteed five-year affordability term. The Mark-Up-to-Budget program allows nonprofit owners to increase below-market rents to acquire new property or make capital repairs while preserving existing Section 8 units. For above-market properties, Mark-to-Market provides owners with debt restructuring in exchange for renewal of Section 8 contracts for 30 years.

For Section 236 properties, Interest Reduction Payment (IRP) Retention/Decoupling enables properties to retain IRP subsidy when new or additional financing is secured.

Section 515 enables the US Department of Agriculture to provide deeply subsidized loans directly to developers of rural rental housing. Loans have 30-year terms and are amortized over 50 years. The program gives first priority to individuals living in substandard housing.

A range of resources are available for preservation of Section 515 resources. Nonprofits can acquire Section 515 properties and assume the current mortgage or receive a new mortgage to finance acquisition and rehabilitation of the structures. Section 538 Rental Housing Loan Guarantees are available for the Section 514 and 516 loans, and grants are also available for purchase and rehabilitation of Section 515 properties that are occupied by farmworkers. Section 533 provides a Housing Preservation Grant Program, currently closed, which funds rehabilitation, but not acquisition.

Due to the termination of two major federal preservation programs (i.e., the Low-Income Housing Preservation and Resident Homeownership Act and Emergency Low-Income Housing and Preservation Act) and the limitations of existing federal tools such as Mark-to-Market, state and local programs must assume a greater role in preserving HUD-assisted properties.

4.5.4.2 State Programs to Preserve At-Risk Units

At the state level, the California Housing Finance Agency (CHFA) offers low-interest loans to preserve long-term affordability for multifamily rental properties through its Preservation Acquisition Finance Program.

The HOME Investment Partnerships Program provides grants to cities and counties and low-interest loans to state-certified community housing development organizations to create and preserve affordable housing for single-family and multifamily projects benefiting lower-income renters or owners.

4.5.4.3 Local Programs to Preserve At-Risk Units

To help preserve housing for very-low-, low-, and moderate-income households, the City can pursue direct negotiations with at-risk project owners to extend affordability restriction terms. In addition, the City applies for and receives HOME and CDBG funds that it can direct through grants and loans to extend affordability covenants on expiring properties.

Community Housing Development Organizations can apply directly to the state for HOME funds for preservation. The only local group in this category is the St. Joseph Community Land Trust, but it has not pursued HOME funds for preservation purposes.

Qualified entities are nonprofit or for-profit organizations with the legal and managerial capacity to acquire and manage at-risk properties that agree to maintain the long-term affordability of projects. Following is a list of qualified entities for El Dorado County:

- El Dorado County Housing Authority (Placerville)
- Eskaton Properties Inc. (Carmichael)
- ROEM Development Corporation (Santa Clara)
- Rural California Housing Corporation (West Sacramento)
- Volunteers of America (Sacramento)

4.5.5 Energy Conservation Opportunities

State housing element law requires an analysis of the opportunities for energy conservation in residential development. Energy efficiency has direct application to affordable housing because the more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to absorb cost increases and must choose between basic needs such as shelter, food, and energy. In addition, energy price increases since 2001, combined with rolling electricity blackouts, have led to a renewed interest in energy conservation.

All new buildings in California must meet the standards contained in Title 24, Part 6, of the California Code of Regulations (Building Energy-Efficiency Standards for Residential and Nonresidential Buildings). These regulations respond to California's energy crisis and need to reduce energy bills, increase energy delivery system reliability, and contribute to an improved economic condition for the state. They were established in 1978 and most recently updated in 2022 (adopted date of August 11, 2021, and took effect January 1, 2023) and included a Green Building Code. Through the building permit process, local governments enforce energy-efficiency requirements. All new construction must comply with the standards in effect on the date a building permit application is made. The standards found in Title 24 create energy savings of approximately 25 percent over residential construction practices used prior to the standards. South Lake Tahoe is enforcing the provisions of Title 24. Additionally, the City adopted a Climate Action Plan on October 20, 2020, with the ultimate aim of reducing the greenhouse gas emissions produced by the city. This plan includes such goals as 50 percent municipal renewable energy by 2025, 100 percent municipal energy by 2032, and 100 percent community renewable electricity by 2032.

El Dorado County oversees the Home Weatherization Program. The federally funded program is available to low-income owners and renters in El Dorado County. The program offers free services, including home repairs and installation of energy-saving measures or devices.

Liberty Utilities offers the California Energy Savings Assistance Program (formerly known as the California Low-Income Energy-Efficiency Weatherization Program). Limits are updated annually by the

California Public Utilities Commission with the qualifying annual household income limits used to determine eligibility for the program as follows:

- 1-person household: $39,125
- 2-person household: $52,875
- 3-person household: $66,625
- 4-person household: $80,375
- 5-person household: $94,125
- 6-person household: $107,875
- 7-person household: $121,625
- 8-person household: $135,375
- Each additional person in household: Add $13,750

The California Energy Savings Assistance Program provides qualified customers with no-cost, energy-saving improvements such as caulking, door weather-stripping, low-flow showerheads, and water heater blankets.

"Attachment R," TRPA's standard conditions of approval for residential projects, includes requirements for water-conservation devices on all fixtures and sets strict emissions requirements for gas water and space heaters, as well as wood stoves and inserts, which ensure that equipment installed is some of the most energy-efficient on the market. The City of South Lake Tahoe enforces Attachment R on projects reviewed by the City on behalf of TRPA through an MOU.

City Code Title 6, Section 80, contains additional water-efficiency landscaping regulations consistent with the state Model Water Efficient Landscape Ordinance. The regulations describe the maximum applied water allowance throughout the year that can be used for landscaping and requires development applicants to prepare and submit a landscape design plan, irrigation design plan, and a grading design plan to the City for review.

However, because the majority of housing stock in South Lake Tahoe is older, additional consideration has to be given to the rehabilitation of older dwelling units. Many of these homes were originally built for summer-only occupancy and are now occupied year-round. The City is currently investigating opportunities to re-establish its rehabilitation loan program for homes in its jurisdiction and could include energy conservation retrofit projects as an important component in this program. Energy conservation retrofits would help to greatly reduce monthly utility costs.

There are also various programs available in South Lake Tahoe to assist low-income households with utility costs. El Dorado County administers the Home Energy Assistance Program, which is a federally funded program that assists income-eligible households in offsetting the cost of heating and/or cooling their homes. Program recipients may either have specific payment amounts credited to their utility accounts or receive assistance in obtaining firewood or heating fuel. Priority is given to the elderly, the disabled, and households with children under age five who apply. The Southwest Gas Corporation offers the California Alternate

Rates for Energy Program, which provides a 20-percent discount on energy bills to households with qualifying incomes. Liberty Utilities, the area's electric provider, also offers the CARE Program, providing a 20-percent discount on electric bills to qualifying households.

The South Tahoe PUD—the main supplier of water and sewage treatment in South Lake Tahoe—started the Helping Hands Outreach program to assist customers who need help paying utility bills but are ineligible for, or have exhausted, all other financial assistance. Programs 6-1 through 6-4 address energy conservation needs in the city. The TVAP and TCAP include the City of South Lake Tahoe's Green Building Program that has two levels for residential projects. Level 1 includes a "Priority Plan Check," which pertains to a set of feasible measures that developers of residential projects could implement to increase their sustainability. Level 2 includes a "Priority Plan Check and Recognition," which pertains to green building certification through a recognized green building rating system.

4.6 Housing Constraints

4.6.1 Tahoe Regional Planning Agency Potential and Actual Governmental Constraints

This section analyzes the potential constraints to the production of housing in South Lake Tahoe imposed by the TRPA. California Government Code defines two categories of constraints: governmental and non-governmental constraints. In South Lake Tahoe, governmental constraints include ordinances, policies, and procedures of both TRPA and the City. When constraints within the City's realm of control are identified, the City is required to take action to remove or mitigate the constraints.

In South Lake Tahoe, development is subject to two levels of regulations: TRPA regulations and City of South Lake Tahoe regulations. This section addresses potential TRPA constraints on housing.

4.6.2 Background and Regional Authority − The Bi-State Compact

The Tahoe Regional Planning Compact (California Government Code Section 66801 or Public Law 96-551, 93 Stat. 3233, revised December 19, 1980), or "Bi-State Compact," authorized TRPA to have both planning functions (Article V) and enforcement functions (Article VI). Of these functions, the planning powers are broader than the enforcement powers. Regulations that do not further the realization of the Regional Plan can neither be adopted nor enforced by the agency. However, regulations furthering the realization of the Regional Plan can preempt State law.

Both the states of California and Nevada delegated police powers to TRPA to enforce their ordinances and regulations to effectuate the Regional Plan. In coordination with the US Forest Service, the Lahontan Regional Water Quality Control Board, and the Nevada Division of Environmental Protection, TRPA adopted an updated Regional Plan in 2012. The police power given to TRPA by the states of California and Nevada allows TRPA to regulate or prohibit the use of property where necessary for the public's welfare.

The findings and declarations of the Bi-State Compact are weighted with a concern for the protection of the natural resources of the Lake Tahoe Basin. TRPA's Regional Plan is "the long-term general plan for the development of the (Lake Tahoe) region." The Bi-State Compact dictates the required elements of the Regional Plan: a land use plan, a transportation plan, a conservation plan, a recreation plan, and a public services and facilities plan. The land use plan, in particular, was intended by Congress for "the integrated arrangement and general location and extent of, and the criteria and standards for, the uses of land, water, air, space and other natural resources within the region, including but not limited to, an indication or allocation of maximum population densities." TRPA was given the power to enforce its land use plan. In fact, only the federal government is legally exempt from TRPA's "zoning regulations." The Bi-State Compact also required TRPA to adopt all necessary rules, regulations, ordinances, and policies to implement the Regional Plan. These include regional standards for subdivision, zoning, tree removal, grading, and the like, without limitation on the subject matter.

The Bi-State Compact directs TRPA to "take account of" and "seek to harmonize" regional needs, and the plans and planning activities of local jurisdictions within the Basin, such as the City of South Lake Tahoe. TRPA is to "seek the cooperation and consider the recommendations of…cities" and other governmental entities and other individuals and organizations (Article V[6]). TRPA is specifically granted the power to

"initiate, negotiate, and participate in contracts and agreements among the local governmental authorities of the region."

In matters where it has jurisdiction, TRPA establishes the minimum standards for the Basin; political subdivisions like the City of South Lake Tahoe can enact equal or higher standards. The Bi-State Compact gives TRPA the explicit authority to sue local jurisdictions—not the states nor federal government—to ensure compliance with the Regional Plan and ordinances (Article VI[e]).

Under the requirements of the Bi-State Compact, TRPA is to address general, regional matters; local governments retain their power over purely local matters (Article V[b]). Almost immediately after TRPA became operational, both the Nevada and California Supreme Courts had occasion to clarify the local/regional relationship when they acted on constitutional attacks regarding TRPA. This case law stresses the necessity for a regional approach. Both courts recognized that a regional plan or regulation may have had a local impact and still are within TRPA's power if it is not local in nature and purpose. [People of the State of CA, ex rel. Younger v. County of El Dorado, 5 Cal. 3d 480, 487 P. 2d 193 (1971); and NV, ex rel. List v. County of Douglas, et al., 524 P. 2d 1271 (1974).] The former case recognizes TRPA's purpose and responsibility to protect the delicate environment of the Lake Tahoe Basin and to provide for orderly development and provides this purpose as the basis for TRPA's exercise of police power.

4.6.2.1 Housing Goals and Policies of the Existing Regional Plan

TRPA updated its 20-year Regional Plan and adopted it on December 12, 2012. The Land Use Element of the Regional Plan includes a Housing Sub-element with a purpose of assessing the housing needs of the Basin and to make provisions for adequate housing. The goals and policies recognize that the Bi-State Compact does not specifically mandate this sub-element and that it is not addressed by the Environmental Threshold Carrying Capacities. However, because both California and Nevada require housing to be addressed as part of a general plan, it was included to address housing issues on a regional basis, with local plans handling the specifics of implementation.

The three housing goals of the Regional Plan are:

1. Promote housing opportunities for full-time and seasonal residents as well as workers employed within the region.

2. To the extent feasible, without compromising the growth management provisions of the regional plan, the attainment of threshold goals, and affordable housing incentive programs, moderate-income housing will be encouraged in suitable locations for the residents of the region.

3. Regularly evaluate housing needs in the region and update policies and ordinances if necessary to achieve State, local, and regional housing goals.

4.6.2.2 Zoning

Overview

As discussed previously, the "zoning" mechanism of TRPA and the City of South Lake Tahoe is through PAS, CPs, and APs. Within a particular PAS, CP, or AP, a use is considered either an "allowed use" or a "special use." While a use may be allowed in a certain location, building design and site improvements may

still require several approvals. Other than single-family, duplex, and triplex developments, new construction and substantial additions require a City Design Review. The application may be considered minor or major depending on the scope of work and the project location. Minor design reviews are approved at staff level, while major design reviews require a public hearing at a Planning Commission meeting. TRPA review and approval is required when a project adds coverage or building mass that is visible from a scenic corridor. If it is a smaller project (residential within a Regional Center with less than 100,000 square feet of new floor area, residential within a Town Center with less than 50,000 square feet of new floor area, residential outside a Regional Center or Town Center with less than 25,000 square feet of new floor area, commercial within a Regional Center with less than 80,000 square feet of new floor area, commercial within a Town Center with less than 40,000 square feet of new floor area, commercial outside a Regional Center or Town Center with less than 12,500 square feet of new floor area, or other project listed in the MOU with TRPA), the City can review the project on behalf of TRPA. This means that City staff applies the requirements of the TRPA Code of Ordinances in the project review as well as the City Code. If the project does not fall under the MOU, then the applicant must submit separate applications to the City and TRPA. City Planning Division staff conducts the Design Review and, if necessary, TRPA review. If the project requires a variance or Code Amendment, that process must be complete prior to project approval. Variances to City Code requirements and amendments to City Code must be approved by the City. Amendments to PASs, CPs, and APs must be approved by both the City and TRPA. Once the entitlement process is complete, the project may be submitted to the City Building Division for a Building Permit application.

Design review findings for TRPA are defined in the Design Review Guidelines as "standards," which must be met. The Design Review Guidelines do not create new standards but rather compile all design standards featured in the Code in one place. These standards are described in Section 4.6.2.8, *Design Standards*. The City also adopted objective Residential Development and Design Standards for both single-family and multifamily residential developments that comply with all TRPA design guidelines in 2021. The purpose of the design standards and guidelines is to describe design requirements in residential areas, identify any supplemental land use regulations applicable to residential areas, and establish development standards for the same. Refer to Section 4.6.2.8 for a summary of the residential lot design standards for single-family residential and multifamily residential developments, as outlined in the adopted objective design guidelines.

If the project is just an interior remodel, it does not require Design Review and can be submitted directly to the Building Division for a building permit. The project is routed to other City departments (Planning, Engineering, Fire, etc.) for review during the plan-check process. The City also conducts TRPA review of these projects through the plan-check process.

Projects may also require transfers of coverage, commercial floor area, tourist accommodation units, residential units of use, or other residential development rights. Development rights are generally transferred to a project site during the Design Review and TRPA review process. These permits may also be conditioned to require the transfer of the applicable development right prior to a certificate of occupancy being issued. Transfers of coverage are required to be complete prior to issuance of a building permit. While the parties involved in transfers vary based on the source of the development right or coverage, all transfers must be documents with TRPA. Where a use is a "special use," a Special Use Permit (SUP) is required. When a project is covered by the MOU, the City Planning Commission will act on the SUP on behalf of both the City and TRPA Hearings Officer. Projects not covered by the MOU require separate Planning Commission and TRPA hearings. All owners of property within a 300-foot radius of the project area are

notified of the hearing at which the use permit findings found in Title 6 (Section 6.55.620) of the City Code must be made:

- The use is necessary or desirable on a specific parcel.
- The use is not injurious to the neighborhood.
- The use is consistent with the intent of Chapter 6.55 of the City Code.
- The use is consistent with the permitted uses in the plan area.

Where new construction or substantial additions are proposed, the Design Review and TRPA procedures as described also apply. If the building already exists, discussions are limited to the nature of the use, such as potential transportation or noise-related impacts to the surrounding uses.

Both staff and Planning Commission decisions may be appealed pursuant to Title 2 (Chapter 2.35) of the City Code. TRPA decisions made by either TRPA or the City on behalf of TRPA (under the MOU) are appealable to the TRPA Governing Board as outlines of TRPA Code of Ordinances 13.9.

The PAS, CP, and AP methods of zoning tailors uses to what is appropriate for the area; various residential uses are often permissible without requiring rezoning. In some cases, large parcels eligible for multifamily development are also eligible for a single-family home or a single-family home with up to two ADUs. There is a risk that such parcels could be underutilized through development as single-family "estate" housing. This risk is lessened, however, by the limited land availability of multifamily parcels and the high prices that these parcels currently command, which favor higher-density development to justify the land cost. Where an applicable Area Plan establishes a minimum density, such parcels must also be developed at or above that density. Specific residential uses allowed in the PAS, AP, and CP areas in the city are detailed in Table 4-46.

TRPA regulates the type, location, density, and scale of residential development. Land coverage limitations and height standards are described in detail later in this section (see Sections 4.6.2.4 and 4.6.2.7).

Conclusions

There is no actual constraint related to housing associated with the zoning mechanism of TRPA and the City. The flexible zoning mechanism provides for a wide range of permissible uses. Amending the Regional Plan to encourage affordable and other housing has proven achievable based on the several amendments undertaken in the past to promote such development.

Enhancements to the PAS are feasible. The TVAP has minimum-density policies for multifamily-eligible parcels of a certain size to eliminate the risk of such parcels being used for single-family housing. While not all the areas where multifamily housing is permissible allow the use "by right," historically, the use permit process has been handled efficiently when public hearings have been required due to the special-use permit requirements.

4.6.2.3 Growth Controls

Overview

The TRPA Code defines "additional residential units" as dwelling units created after January 1, 1986, with living, cooking, sleeping, and eating facilities in one or more rooms designed to be permanently occupied by a family or household. New residential units either require an allocation (to be matched with a development right for each unit) or a specific TRPA Code exemption from the need for an allocation pursuant to Chapter 50 of the TRPA Code. Each market-rate residential unit requires an allocation; therefore, development of a 25-unit multifamily housing project would require 25 allocations and 25 additional development rights.

Allocation of residential units within the Tahoe Basin is the responsibility of TRPA (Chapter 50 of the TRPA Code of Ordinances). The number of market-rate allocations that TRPA makes available to the local jurisdictions is restricted, and the different jurisdictions have different methods for their distribution to property owners desiring to build. TRPA does not require allocations for the construction of deed-restricted housing units that meet the criteria as defined by TRPA for Bonus Units (low- and very low-income categories, moderate-income category, or achievable-income category units).

The City receives up to 66 residential allocations biannually. The number of allocations distributed fluctuates, as they are allocated pursuant to a performance-based system directly tied to accomplishments of environmental improvements. The Regional Plan update assessed the allocations used in different allocation categories (e.g., residential, tourist accommodation, and commercial square feet) during the period of the first Regional Plan from 1987 through 2012. Table 50.4.1-1 of the Regional Plan provides details of units allocated from 1987–2012, remaining units, and new allocations made in 2013. The Regional Plan also calls for additional releases of allocations during the current Regional Plan planning period in four-year increments up to a maximum of 20 percent of the 2013 additional allocations. Requirements for traffic monitoring accompany the additional allocation releases. The most recent amendments were adopted in 2025.

The City distributes the allocations it receives to separate waiting lists for single-family and multifamily developments. This split was created to ensure that multifamily units would be consistently added to the supply of housing. From 1990 to 2021, 30 percent of all allocations received were assigned only to the creation of multifamily housing. The City adopted new procedures in 2025 increasing the multifamily allocation to 33.3 percent of all residential allocations received from TRPA if there are 55 or more unit allocations available in the Town Center pool. If there are less than 55 allocations available in the Town Center pool, 49 percent of residential allocations are assigned to Town Centers, and the remaining residential allocations received from TRPA are assigned to any area of the city in the same 66.6 percent single-family and 33.3 percent multifamily proportions. Multifamily allocations can only "roll over" to other multifamily housing projects (not single-family). South Lake Tahoe is the only local jurisdiction in the Lake Tahoe Basin that sets aside allocations solely for multifamily housing development. It should be noted that approved new condominium projects receive their allocations from the multifamily list. As of June 2026, there are no applicants on single-family, multifamily, and Town Center allocation waiting lists. If an allocation is purchased from a private party, the applicant will need to complete a Transfer of Rights process with both the City and TRPA.

There are other mechanisms of obtaining allocations for market-rate residential development:

- **Environmentally Sensitive Parcel Retirement.** Environmentally sensitive parcels may be permanently retired in exchange for a transferable residential allocation. This option has seen a lot of interest in the city because of the number of allocations available in South Lake Tahoe. As of March 1, 2025, the California Tahoe Conservancy's Land Bank Program lists land coverage and restoration credit prices ranging from approximately $7.50 to $30.00 per square foot, depending on hydrologic area, IPES/Bailey classification, and credit type.[17] In 2021, the California Tahoe Conservancy processed 31 transactions. In 2003, retirement of lots due to this program and State and federal sensitive lot acquisition programs led to the first movement of the El Dorado County "IPES line," described in Section 4.5, *Resource Inventory*.

- **Replace Existing Housing Unit.** Each residential unit has an associated "residential unit of use" (RUU), which is essentially both a development right and an allocation. When a residential unit is torn down and removed, the original RUU can be used to rebuild on-site or can be transferred off-site. Transferring RUUs allows the buyer of the RUU to bypass the allocation process and proceed directly to the permitting process. To make this option of obtaining an allocation financially feasible for local developers, typically the least expensive housing, which is often the smallest, most substandard units are torn down. While residential units are ultimately rebuilt in South Lake Tahoe with the "banked" RUU, the Area Plans, such as the Tahoe Valley, Tourist Core, and Midtown Area/Specific Plans, include a No Net Loss of Residential Units policy. When a parcel containing a residential use is redeveloped to a lower density or to a nonresidential use, the units not rebuilt on site shall be redeveloped elsewhere in the plan area and shall be equivalent in size and number of bedrooms to those being replaced. A deed restriction shall be placed on any resulting single-family dwelling prohibiting use as a VHR, as defined in City Code Section 3.50.370. In the Tahoe Valley and Tourist Core Area Plans, this requirement applies to a parcel containing a residential use, while in the Midtown Area/Specific Plan (adopted 2026), it applies to parcels containing multiple residential units.

  In addition, TRPA and the City do not have a quantified mitigation requirement related to the replacement of units that are torn down. Average costs include an estimated total cost of approximately $32,500 to obtain an RUU, a land coverage fee of $10 per square foot of permitted lot coverage, and TRPA permit and impact fees averaging approximately $9,250 per unit, with actual amounts varying by permit type and location. The cost of an RUU is still too expensive for developers of multifamily housing that is affordable to people living in South Lake Tahoe. RUUs can be purchased and transferred from outside the city, such as from Douglas or Placer County.

- **Existing or Banked Development Rights.** The Lake Tahoe Regional Plan required that developers obtain development rights for any property constructed after 1987, so development rights may already exist on a property developed on or after that year. Unused or underutilized existing development rights, potential RUUs, or land coverage can be banked on a property to be used later or sold to another property. For example, an excessively large asphalt parking area or unoccupied lodging units may be candidates for verified or banked development rights.

[17] California Tahoe Conservancy. 2026, March 17 (accessed). Land Bank Program Inventory and Proce List (Land Coverage and Restoration Credit). https://tahoe.ca.gov/programs/tahoe-livable-communities/coverage-development-rights/prices-forms/land-bank-program-inventory-and-price-list-land-coverage-and-restoration-credit/.

- **Multi-Residential Bonus Units.** As described in Chapter 52 of the TRPA's Code of Ordinances, TRPA allows "bonus units" to be substituted for the market-rate residential units of use associated with existing multifamily housing if the property meets, or is upgraded to meet, local government habitability and design requirements. This option is only available for properties that are in PAS or CP districts that have the appropriate designations needed to obtain bonus units. For example, an existing market-rate apartment of 40 units, which is substandard and consequently collecting rents at or below affordable rates, could upgrade to meet local requirements, deed-restrict the units as affordable housing, substitute in bonus units, and ultimately have 40 market-rate units of use available for an off-site development. The off-site development would not require an allocation to build. The subsequent development project(s) are restricted to the construction of market-rate, multifamily housing of two units or more, which can never be subdivided into condominiums. In March 2025, the TRPA Governing Board approved the release of 520 residential allocations for a four-year period pursuant to TRPA Code Section 50.4.2 and approved the distribution of residential allocations to local jurisdictions for the 2025–2026 allocation cycle. As documented in the TRPA staff report, a total of 240 residential allocations were distributed for 2025 and 2026, including 66 allocations to the City of South Lake Tahoe, 61 allocations to Placer County, 60 allocations to El Dorado County, 20 allocations to Douglas County, and 20 allocations to Washoe County. An additional 13 allocations were assigned to the Residential Allocation Incentive Pool. The remaining 280 residential allocations will be distributed during the subsequent 2027–2028 allocation period, subject to the results of the next Performance Review System evaluation.[18]

- **Conversion of Tourist Accommodation Units and Commercial Floor Area.** TRPA allows the "conversion" of units of use from or to a residential use in very specific circumstances. The following types of development rights are eligible for conversion: Commercial Floor Area (CFA), Multi- or Single-Family RUUs, and Tourist Accommodation Units (TAUs). These conversions are subject to exchange rates shown in Table 4-52. These exchange rates ensure that there is no increased environmental impact from the change of land use. For example, 300 square feet of commercial floor area could be converted into 1.5 multifamily residential units of use, or one TAU could be converted to one Single-Family RUU.

TABLE 4-52
CONVERSION EXCHANGE RATES

Existing Development Rights	Equivalent Development Rights			
	CFA	TAU	Single-Family RUU	Multifamily RUU
300 square feet CFA	300 square feet	1	1	3/2
1 TAU	300 square feet	1	1	3/2
1 Single-Family RUU	300 square feet	1	1	3/2
1 Multifamily RUU	300 square feet	2/3	2/3	1

Source: Tahoe Regional Planning Agency, Code of Ordinance, 2026.

Note: Any remaining development right square feet or unit fractions that result from a conversion shall not be rounded up or down to the nearest whole number.

[18] Tahoe Regional Planning Agency (TRPA), 2025, March 19. "Recommendation to Release and Distribute Residential Allocations." Memo from TRPA staff to the Governing Board. https://www.trpa.gov/wp-content/uploads/Consent-Calendar-Item-No.-6-Release-and-Distribute-Residential-Allocations.pdf.

Conclusions

Although TRPA has made several amendments to growth management regulations that allow more opportunity to utilize bonus units and to convert development rights from commercial and tourist accommodation to residential, there remains an "actual constraint" related to housing associated with the growth-control mechanism of TRPA. Obtaining necessary development rights for residential projects can add cost and delays in securing project entitlements. The limitation on the total amount of new development in the Tahoe Basin can influence market prices for land and development rights and create uncertainty. However, these growth-control mechanisms are the foundation of the Regional Plan. In the meantime, the City's performance related to implementation of environmental improvements can allow the City to continue earning the maximum number of residential allocations. In addition, continued City participation in the TRPA Tahoe Living Working Group will contribute to discussions and recommendations on potential Regional Plan amendments to achieve housing goals.

4.6.2.4 Land Coverage Limitations

Overview

Two systems regulate land coverage in the Lake Tahoe Basin. The Bailey Land Capability Classification System, in place since 1971, regulates land coverage for all uses except single-family housing development. Single-family housing falls under the IPES, which was adopted by TRPA under the 1987 Regional Plan.

Both systems generally limit the amount of land coverage for most developable parcels to a maximum of 30-percent impervious land coverage. These limits were deemed necessary to protect the clarity and water quality of Lake Tahoe and are based on site factors such as soils, slope, proximity to surface water, and other environmental factors.

The Bailey classification system scores land between one and seven. Low-capability scores (i.e., less suitable for development) range between one and three, and high-capability scores (i.e., more suitable for development) range from four to seven. The IPES, used only for vacant residential parcels, scores land between 0 and 1,150, with scores at or below 725 considered low-capability and 726 and above considered high-capability.[19] Landowners are permitted to cover between 1 and 30 percent of a parcel's surface with "base coverage" depending on the Bailey classification or IPES score.

Chapter 30 of the TRPA's Code of Ordinances describes the land coverage requirements for the Basin. There are two elements of that chapter related to housing that are important to clarify. First, there is recognition that a certain minimum amount of land coverage is required to build a home. As a result, if a lot has a buildable IPES score, but only has a small permissible amount of "base land coverage," property owners can transfer in additional land coverage up to a specific maximum based on the parcel size. This transferred land coverage is not free, but it can be purchased either privately or from the land bank in accordance with hydrologic transfer area restrictions, with the exception of sensitive lands, which can be transferred across hydrologic zones. These rules enable coverage to be moved around within a sub-watershed but remain within the cap that was created to protect Lake Tahoe.

[19] Tahoe Regional Planning Agency, 2026, March 17 (accessed), Land Coverage, https://www.trpa.gov/land-coverage/.

There are different types of coverage that can be transferred. "Potential" coverage refers to the unused allowable base coverage on residential land that can be transferred to other residential property. Any land that is undeveloped or developed to a lesser extent than allowed by the Bailey or IPES system has potential coverage that it can use or sell. "Existing" coverage refers to the impacted surface of a parcel that can be restored to its near-natural state and then transferred to another parcel. There are two types of existing coverage—"hard" and "soft." Hard coverage refers to existing impervious surface and can be transferred in all cases. Soft coverage refers to soil that is compacted but not covered with impervious surface. Soft coverage from stream environment zones can be transferred to Town Centers for all uses, other soft coverage can be transferred in all cases, except for transfers relating to commercial or tourist accommodation use; however, exceptions can be made in some areas of the South Y Industrial Tract CP area.

For multifamily parcels within adopted CP areas, there is an additional land-coverage transfer opportunity. For multifamily housing projects of five units or more, properties can transfer up to 70 percent of land coverage based on the parcel size, to high land capability districts only. This incentive is available for both market-rate and affordable multifamily housing of at least five units. APs may also include the ability to transfer up to 70-percent coverage on to high-capability lands. The transferred land coverage is not free, and it must be purchased either privately or from the land bank in accordance with hydrologic transfer-area restrictions. In addition, there are limited numbers of undeveloped, large parcels in the AP and CP areas.

There is an advantage of developing on existing property where there is excess coverage. As mentioned previously in this section, some parcels, which were developed prior to TRPA land coverage regulations, have excess coverage beyond that which would currently be allowed by TRPA. This excess coverage is "grandfathered." If a developer chooses to demolish and rebuild on a previously developed parcel with grandfathered excess coverage, the developer has the option to build to the previously existing coverage, as long as the developer implements certain mitigation measures, such as payment of a mitigation fee. In many cases, the option to use grandfathered excess land coverage with certain mitigation measures can be beneficial to developers.

Land coverage limitations often pose a constraint to the achievement of maximum residential density for multifamily uses. When land coverage limitations are combined with setbacks, parking requirements, and height limitations, the ability to build to maximum density is more limited, especially for projects proposing larger units. The Sugar Pine Village development project, an affordable housing project currently under construction, will be built at a density of over 21 units per acre in an Area Plan with a maximum permissible density of 25 units per acre. If built to maximum density, the project could have provided roughly 283 units, rather than the 248 units that are actually being built. Plans for the project indicated that the land coverage was 57 percent on the East Village portion of the site (1029 Tata Lane) and 66 percent on the West Village portion of the site (1860 Lake Tahoe Boulevard), signifying that coverage limitations limited the project to a density lower than what is otherwise allowed.

The City's 2013 TCAP and 2014 TVAP implement the allowed development standards from the TRPA Regional Plan update. The standards implemented in the TCAP and TVAP include allowing mixed-use development and allowing 70-percent land coverage on high-capability lands further than 300 feet from major arterials, scenic turnouts, public recreation areas, or Lake Tahoe, allowing additional height in some districts, and allowing transfer bonuses for residential unit transfers into the TCAP and TVAP areas.

In 2023, TRPA adopted the Phase 2 Housing Amendments that increased coverage allowances for deed-restricted projects outside of Town Centers. Multi-residential projects, or mixed-use projects with a residential component that provide 100 percent deed-restricted units, may transfer in coverage up to 70 percent of the project area that is in high-capability lands, subject to the following:

- All runoff from the project must be treated by a stormwater collection and treatment system operated and maintained by a county, city, utility, community service, or improvement district.

Although this change seems to create an incentive to develop high-density housing outside of a Town Center, the feasibility and cost of planning and installing an area-wide treatment system to treat runoff from private properties has not been analyzed. It is likely that the cost-benefit analysis would not justify the cost of installing a public treatment system to achieve a potential increase in housing units. For single-family housing, land coverage limitations tend to result in multistory structures to minimize the footprint of the building and maximize building square footage in relation to the amount of impervious land coverage. As a consequence, most homes do not implement universal design concepts.

The key advantage to the land coverage limitations is that they ensure that there is considerable open space available in the project area. This tends to make new development projects more attractive and gives children residing in family housing projects open space on-site where they can play. (Note that true play structures may create land coverage.) New deed-restricted affordable housing projects in South Lake Tahoe tend to be models for attractive development and break down the myth of affordable housing as substandard development that destroys neighborhoods and reduces property values.

Conclusions

There is an "actual constraint" related to housing associated with TRPA's land coverage limitations. Past reports have called land coverage restrictions the "biggest single impediment" to the development of housing. However, land coverage is a concept intrinsic to the Regional Plan. TRPA believes that limiting the amount of impervious surfaces is essential to improving water quality and maintaining the clarity of Lake Tahoe. A global amendment to the Regional Plan to eliminate land coverage regulations entirely is unlikely at this time. The City works with applicants to direct them to AP and CP areas where incentives are already in place to allow for the additional coverage that could help them achieve the densities necessary to make a project pencil out. The City also provides City banked development commodities, including land coverage to multifamily and other specified housing projects at no cost.

4.6.2.5 Water Quality Requirements

Overview

In addition to the land coverage requirement, the implementation of best management practices (BMPs) is also a requirement intended to protect water quality in the Basin. TRPA requires property owners to install infiltration facilities designed to protect water quality by ensuring that runoff from up to the 20-year, one-hour storm is contained on-site for all development in the Lake Tahoe Basin. BMPs have long been required for new construction projects. Existing development in South Lake Tahoe, mainly within Priority 2 watersheds, was required to be BMP compliant by October 15, 2006. The western edge of the city is within Priority 3 watersheds, where development was required to be BMP compliant by October 15, 2008.

The City is also subject to the requirements of its municipal National Pollutant Discharge Elimination System (NPDES) permit and an adopted Total Maximum Daily Load (TMDL) program that includes requirements to reduce stormwater pollution to meet milestone targets every five years. This includes stormwater runoff from all land within city boundaries, public and private.

The City of South Lake Tahoe adopted a Drainage Master Plan in February 2008 that identifies the public storm drain improvements necessary to serve a major portion of the city at build-out. Also, the City adopted its 2025–2030 Strategic Plan on May 6, 2025, which includes a goal to update the Stormwater and Drainage Master Plan. This ensures all stormwater projects are in compliance with sediment total maximum daily load standards and always improve lake clarity.

Conclusions

There is an "actual constraint" related to housing associated with TRPA's BMP requirements. BMPs for some existing properties are costly to implement and maintain, especially for developments such as mobile home parks; for example, the estimated BMP cost for a Project Homekey rehabilitation at Bear's Den was approximately $400,000. While the treatment of runoff is essential to the implementation of the Regional Plan, the land available for treatment is limited, and area-wide systems cannot be relied upon to serve all properties or to accommodate all new housing development. The City continues to construct additional area-wide treatment systems, such as the Bijou Park Creek Stream Environment Zones (SEZ)/Watershed Restoration Project and the Upper Bijou Park Creek Restoration Project and Tahoe Valley Stormwater and Greenbelt Improvement Project (Phase 1 completed in 2024, and Phase 2 construction is currently underway).[20] Even with these systems, however, capacity constraints may limit the ability to connect new construction, and the City continues to work with TRPA to address the high cost of BMP compliance as a barrier to housing.

4.6.2.6 Density

Overview

Table 4-53 summarizes the maximum allowable densities in South Lake Tahoe as of 2025.

TABLE 4-53
TRPA DENSITY LIMITATIONS FOR RESIDENTIAL USES
2025

Residential Use	Maximum Density
Single-family Dwelling	1 unit per parcel, excluding ADUs
Summer Home	1 unit per parcel or lease site
Multiple-family Dwelling	15 units per acre
Multiple-family Dwelling in Special Height Districts	25 units per acre
Multiple-family Dwelling in Area Plans	25 units per acre
Mobile Home Dwelling	8 units per acre
Multi-person Dwelling, nursing and personal care, and residential care	25 persons per acre

Source: TRPA Code of Ordinances, Chapter 31, 2012, amended July 23, 2025.

[20] City of South Lake Tahoe, 2026, March 17 (accessed), Tahoe Valley Stormwater and Greenbelt Improvement Project, https://www.cityofslt.gov/827/Tahoe-Valley-Stormwater-and-Greenbelt-Im.

Basin-wide, the maximum permissible density for multifamily housing is 15 units per acre. However, as described in Chapters 31, 37, and 13 of the TRPA Code of Ordinances, densities may be increased in Special Height Districts and Area Plans. The TCAP was the first Area Plan adopted in the city (November 2013) and allows densities up to 25 units per acre. The TVAP, adopted in 2015, also allows densities up to 25 units per acre. In some specific PAS areas, that density is as low as eight (and sometimes 12) units per acre to maintain consistency with neighborhood character. Where mobile home parks are permissible, maximum density is eight units per acre. Multi-person density, and density for other residential uses measured by persons per acre, is 25 persons per acre, which equates to roughly 10 dwelling units per acre based on typical household size. Affordable housing is allowed a 25-percent density bonus (i.e., 18 units per acre) when the following two specific findings can be made: (1) the project, at the increased density, satisfies a demonstrated need for additional affordable housing; and (2) the additional density is consistent with the surrounding area. Unlimited density is allowed for deed-restricted housing in Town Centers.

However, as described in Section 4.6.2.4, *Land Coverage Limitations*, codified densities and density bonuses are typically not achievable because of other site conditions that limit land coverage availability. Developers new to the Tahoe Basin sometimes assert that permissible densities are too low to support new housing projects. They suggest that 20 to 30 units per acre are required for financially viable projects, and even higher densities are often necessary for moderate-income and other local housing, including tiny homes. The City's success with affordable multifamily developments has been rooted in deep subsidies that have made projects financially feasible. These past success stories have made project developers interested in participating in additional projects in South Lake Tahoe.

When multifamily housing is developed as part of a mixed-use project, the number of units that can be developed is allowed according to the proportion of project area devoted to the multifamily use in relation to the entire project area. The maximum density for a multifamily dwelling, multi-person dwelling, or other tourist accommodation use is the maximum density for the given residential or tourist accommodation use multiplied by the ratio of the floor area of that use to the total floor area in the project area. The maximum density for mixed-use development is the proportional share of the maximum densities for the combined uses, rounded to the next lowest whole number. This reduces multifamily development potential on mixed-use sites if the site is not fully designated for multifamily development. Additional information on densities in mixed-use projects can be found in Chapter 31 of the TRPA Code of Ordinances.

The City reports that parcels identified in the housing element typically develop slightly below the maximum density once land coverage allowances are applied. There are some parcels in the existing housing element inventory that developed with a lower number of units than were included in the inventory (and some that developed with more units). While a higher number of units could have been accommodated on the parcels that developed with a lower number of units, the applicant chose to propose a lower number of units.

Conclusions

There is an "actual constraint" related to housing associated with density limitations. However, the requirement to reduce residential density for a mixed-use project has been revised to allow an increased allowable maximum density for affordable housing projects. If the affordable project satisfies a demonstrated need for housing and the additional density is consistent with the surrounding area, TRPA allows a density increase by up to 25 percent, which may negate any units lost in the calculation of maximum-density allowances. Regardless, the City would like for affordable multifamily housing to be

developed at the maximum allowable density as if it were a stand-alone project when the mixed-use project is otherwise consistent with height, coverage, and other development standards. Program 1-1 addresses constraints to mixed-use development in the city. Program 2-8 proposes to work with TRPA to allow more residential development in mixed-use projects than is currently allowed.

There are other density issues that do not pose an actual constraint. In recently constructed affordable housing projects approved for South Lake Tahoe, no one has proposed a project to maximum density, let alone proposed the use of permissible density bonuses. The ability to build high-density developments tends to be constrained more by regional land coverage limitations than by density limitations. Permissible density and potential for density bonuses can actually mislead developers into thinking that they will be able to construct more units than is physically possible. The possibility of building to the maximum density is increased for projects proposed to reuse existing "over-covered" project areas or in CP areas where there are land coverage transfer incentives. Rather than being available only for very low- and low-income affordable housing projects, the density bonus program is available for mixed-use projects that provide a percentage of its units to lower- and moderate-income residents or seniors.

4.6.2.7 Height Standards

Overview

Chapter 37 of TRPA's Code of Ordinances assigns maximum building heights based on the slope of the parcels in combination with the pitch of the roof. For example, a building with a 5:12 roof pitch on a parcel consisting of a 10-percent slope is assigned a maximum building height of 32 feet and -6 inches. Additional height findings must be made for residential buildings more than 26 feet tall.

Buildings outside of Town and Regional Center areas containing a residential use, including mixed-use developments, are limited to two stories. This height limitation, combined with land coverage and setback restrictions, limits the feasibility of affordable housing and mixed-use projects.

The TRPA Regional Plan update allowed increased heights in the Town and Regional Center areas of the city. To implement these allowed increases, the City adopted the TCAP and TVAP in 2013 and 2015, respectively. Heights up to 56 feet are allowed in Town Centers and up to 95 feet in the Regional Center. In 2023, TRPA amended Chapter 13 of the Code of Ordinances, allowing up to 65 feet for deed-restricted projects in Town Centers (i.e., affordable, moderate, achievable). To minimize impacts related to height, projects of three stories or greater in Town Centers and the Regional Center are required to comply with Findings 1, 3, 5, and 9 from Section 37.7 of the TRPA Code of Ordinances and, for deed-restricted projects, Findings 1, 2, 3, 8, 14, and 18:

Conclusions

There is an "actual constraint" related to housing associated with regional height standards in areas of the city outside the TCAP and TVAP. Sites located within Area Plan districts which allow greater height do not have a constraint associated with height standards. Mixed-use and housing projects are incentivized in Town Centers through increased allowable land coverage, increased density, and the ability to obtain residential allocations, residential units of use, and land coverage rights from the City. Mixed-use projects outside Town Centers that contain residential and commercial uses are limited to two stories. These strict height restrictions limit the feasibility of mixed-use projects outside of Town Centers, which are a potential

source of housing. Program 1-4 directs the City to provide more information regarding available incentives, and Program 1-1 directs the City to continue to create incentives for mixed-use and housing projects.

4.6.2.8 Design Standards

Overview

Excellent project design enhances the appearance and reputation of local affordable housing development projects, as well as the neighborhoods in which they are located. Chapter 36 of TRPA's Code of Ordinances provides design standards to ensure consistency with the Land Use Element of its Regional Plan. In addition, TRPA provides Design Review Guidelines that define design and site planning methods and techniques that are applied during project review. Design Guidelines are provided for the following topics: screening, site design, building height, view protection, drainage and grading, building design, historic resources, setbacks, parking and driveways, on-site circulation (including emergency vehicle access), snow storage, landscaping, exterior lighting, signs, and water conservation. Additional area-specific standards regulate design in scenic highway corridors and the shorezone area.

Chapter 6.10, Citywide Design Standards, of the City Code substitute for TRPA's design standards in South Lake Tahoe, except for in the TCAP and TVAP, where the development and design standards of the Area Plans apply. The City adopted objective residential development and design standards (City Code Section 6.85) in 2021, which clearly and precisely establishes the basic objective site and structure regulations that apply to all single-family, duplex, or triplex projects and multifamily projects that are designed into one of three architectural styles pre-approved by the City. All residential projects, including projects in the TCAP and TVAP areas, must meet the standards listed in City Code Section 6.85 to be reviewed ministerially.

Most design standards, such as retention of natural vegetation outside of the project's construction area, do not add to developer costs.

Single-family, duplex, and triplex applications that conform with the standards set forth in Section 6.85 of the City Code are ministerially approved by the City and are therefore exempt from Design Review. Design requirements include standards to ensure that units are equipped to handle Tahoe's special climatic challenges. The design standards also specifically allow for single-family manufactured housing on a permanent foundation, outside of mobile home parks, when design and building standards are met. Multifamily development and design standards for development with four or more units, including mobile home parks, multi-person dwelling units, and nursing care and residential facilities, are clearly defined in Section 6.85 of the City Code. If a multifamily residential project is within plan areas where the use is allowed and complies with the architectural styles and other design standards of the City Code, the project is permitted by right and not subject to discretionary review. Approved architectural styles were refined through an extensive community engagement process and include Alpine and European Chalet, Tahoe Rustic/Historic Parkitecture, and Mountain Modern and Contemporary. These styles allow the City to preserve the community character while providing an interchangeable set of options for developers, and they guide the design process to streamline approvals.

Approval of a housing project requires compliance with the objective design standards. The one required finding is listed below:

- The proposed project must comply with the standards listed in Chapter 6.85, *Residential Development and Design Standards*.

Section 6.10.090 of the City Code identifies the review authority responsible for permits where the development and design standards apply and the appeal authority for each type of application. Either the Director of Development Services or Planning Commission may be the review authority of single-family or multifamily project design review applications. The approval, denial, or approval with conditions is based on the project's adherence to form, massing, roof design, and other aesthetic elements identified in the City's Objective Residential Development and Design Standards. Exceptions to these standards and guidelines may occur under four circumstances at the discretion of the Director of Development Services, Planning Commission, or City Council:

- Projects for which the cost of public improvements may be prohibitive, based on a case-by-case review, may submit schedules for compliance.
- Projects that are in assessment districts (or are contained in approved public works projects) that are committed to implement the public improvements.
- Projects for which the City has found the standard not to be applicable as a result of the City variance process (SLTCC 6.55.630). The City shall consult with the TRPA regarding exceptions and required TRPA findings, including those which may affect the scenic thresholds on Highway 50, 89, and Pioneer Trail. (Note: the TRPA cannot approve a variance to a scenic threshold if it affects the scenic threshold rating.)
- Exterior remodeled structures shall only be required to comply with those standards that are directly affected by the construction.

The objective design standards allow all single-family, duplex, or triplex projects to be reviewed ministerially, requiring only a building permit. The objective design standards also allow for residential projects with more than three units to be reviewed ministerially if they are designed in one of three architectural styles. The Director of Development Services is the review authority for both single-family and multifamily projects that fall into these categories. The review is ministerial and does not require a public hearing, but the applicant may appeal the decision to the Planning Commission.

For multifamily projects that do not adhere to any of the pre-approved architectural styles, the developer may obtain a design review permit. In that event, both TRPA and the City's Planning Commission are the review authorities for two separate approval processes. The applicant may appeal the Planning Commission's decision to the City Council, if desired.

Design standards are available online on the City's website and at the City's Development Services Department counter. TRPA has designated Highway 50, Highway 89, and Pioneer Trail scenic highway corridors. The main purpose of this designation is to improve and maintain the scenic quality of the view from these roads. All projects along scenic corridors must meet certain design standards above and beyond the standards imposed by the City and TRPA's design standards. These standards include placing all

electrical and communication lines underground, additional massing requirements, screening requirements, and additional landscaping requirements.

Conclusions

There is no "actual constraint" related to housing associated with local design standards. The design standards in South Lake Tahoe were updated in 2021 to streamline residential development proposals by minimizing discretionary review and developing objective standards. These design standards were prepared through extensive community engagement, which solicited feedback at a community workshop and via interviews with local developers and design professionals. Using the direction on appropriate design components outlined in these standards, developers have clear guidance to provide a complete application for approval on the first submittal, reducing time and resources expended as part of development costs. Furthermore, the high-quality designs of recent affordable housing projects in South Lake Tahoe have helped to decrease the stigma previously associated with affordable housing and gained community support. Community engagement with various stakeholders found that employers and residents support affordable housing, and several local groups are engaged and interested in collaboration to provide affordable housing, including Barton Hospital, Vail Resorts, Lake Tahoe Community College, and the Tahoe Transportation District.

4.6.2.9 Building Season Limitations/Grading Requirements

Overview

The building season in South Lake Tahoe is affected by winter conditions that reduce the number of days construction can occur. The building season is further limited by the regulatory context in which land development can proceed. To protect water quality, the grading season in Lake Tahoe is May 1 to October 15. It should be noted that TRPA has the authority to grant limited exceptions to the grading season. Construction sites must be "winterized," or have BMPs in place that prevent soil and runoff from leaving the project area during storm events. Outside of the grading season, no grading that disturbs cumulatively more than three cubic yards of soil may occur without TRPA and Lahontan Regional Water Quality Control Board-issued grading ordinance exceptions. Many construction projects get their grading and framing done during the grading season and work inside all winter. However, there is an additional burden for developers to carefully plan their construction schedule, as unforeseen events or poor planning can delay a development project an entire season. The limited building season also contributes to labor shortages and higher labor costs, which increase the overall cost of construction. The Bear's Den, one of the City's Project Homekey motel conversions, faced these constraints during its rehabilitation.

Conclusions

There is an "actual constraint" related to housing associated with the building season limitations and grading requirements. The May 1 to October 15 grading window limits construction timing, and a missed window can delay a project by a full season, adding time and cost. Program 2-8 has been included to reduce the burden on housing development by coordinating with TRPA and the Lahontan Regional Water Quality Control Board on grading season flexibility.

4.6.2.10 Impediments to Housing for Persons with Disabilities

Overview

Most of the housing in South Lake Tahoe is not accessible to persons with disabilities. For example, areas with mountainous terrain make for changes in grade that require steps or stairs, and land coverage restrictions encourage builders to reduce the building footprint by constructing multiple-story homes. Universal design is generally not being used in new residential construction except when required by the Building Code for multifamily housing.

Chapter 30, *Land Coverage*, of TRPA's updated Code of Ordinances includes an opportunity for reasonable accommodation for persons with disabilities. Specifically, development that is required to be compliant with the ADA is exempt from the calculation of land coverage. However, this exemption does not apply to the land coverages associated with parking and other vehicular uses nor to single-family dwellings or multifamily dwellings with three or fewer units. This accommodation allows for greater ADA accessibility in public/commercial facilities and multifamily residences.

Sky Forest Acres, a 17-unit affordable housing project, is available exclusively to persons with disabilities. The developers were required to get permits from both the City and TRPA. For this project, TRPA signed a contract review agreement with the City to enable the City's planners to conduct the review on behalf of TRPA. Consequently, TRPA has been open to innovative opportunities to expedite project review and reduce duplication of efforts.

Group homes for persons with disabilities, and all other group homes, fall under the use category of "residential-care facilities." These are defined as establishments primarily engaged in the provision of residential, social, and personal care for children, the elderly, and special categories of persons with limited ability for self-care, but where medical care is not a major element. The latter would be classified as "nursing and personal care facilities." While the definition does not clarify the required number of occupants necessary to qualify a residence as a residential-care facility, the City and TRPA have a track record of treating group homes of six or fewer clients as a "family," not as a residential-care facility. In these cases, the residential-care facilities with six or fewer clients are authorized wherever single-family homes are authorized. There are no regional or local restrictions regulating a minimum distance required between group homes. Program 1-5 is proposed to amend the zoning code to comply with state guidance allowing both residential-care facilities for six or fewer and residential-care facilities for more than six by right in all residential districts.

Conclusions

There is an "actual constraint" related to housing for persons with disabilities, similar to constraints for other housing projects related to land coverage limitations. The TRPA Regional Plan update put land coverage exemptions in place for ADA compliance in new and existing homes, giving equal housing opportunity to persons with disabilities. While the City adopted a reasonable accommodation procedure to exempt persons with disabilities from carport structure requirements, neither TRPA nor the City have other specific processes in place for requesting reasonable accommodation.

Program 4-1 has been included to codify reasonable accommodation provisions, including notice requirements, request procedures, required findings, and appeal procedures, to allow any eligible person to request reasonable accommodation in accordance with State law. In addition, Program 4-4 ensures that the City's definition of "family" complies with State law.

4.6.2.11 Employee Housing

Overview

Employee housing is defined by state law as accommodations maintained in connection with any work or place where work is being performed, whether or not rent is charged, for five or more employees under California Health and Safety Code Section 17008.

State law asserts that employee housing for six persons or fewer persons shall be allowed in the same way residential structures are allowed in zones allowing residential uses and that employee housing for up to 12 units or 36 beds shall be deemed an agricultural use and must be subject to the same regulations as any other agricultural use in the same zone. "No conditional use permit, zoning variance, or other zoning clearance shall be required of this employee housing that is not required of any other agricultural activity in the same zone" (Employee Housing Act, California Health and Safety Code Sections 17021.5, 17021.6, and 17021.8).

The TRPA Code of Ordinances defines "employee housing" as residential units owned and maintained by public or private entities for purposes of housing employees of said public or private entity. In Chapter 21 of the TRPA Code of Ordinances, the TRPA code lists "employee housing" as a primary use. While the definition does not provide explicit limitations on unit or bed count, the Code states that projects proposing employee housing with more than four units require the review and approval by the Hearings Officer. Neither the TRPA Code nor the City's Development Code addresses instances in which employee housing would be deemed an agricultural use, but the city does not have any agriculturally zoned land. The TCAP, and TVAP areas allow employee housing, treated as single-family residential use consistent with State law. Employee housing may be permitted under the applicable residential land use category based on the design of the development. Most employee housing within the City consists of single-room occupancy units, and the City inspects all units. The City has also adopted an ordinance requiring that instructions for filing a housing complaint regarding substandard conditions be posted for employees, in both English and Spanish, at the property and on the City's website.

Conclusions

There is an "actual constraint" regarding employee housing in South Lake Tahoe. While the "employee housing" definition and use do not allow the use in agricultural zones, there is no agricultural land use designation in South Lake Tahoe. Therefore, California Health and Safety Code Sections 17021.6 and 17021.8 do not apply within the city. However, employee housing (housing for six or fewer persons) is not considered a single-unit residential use nor is it permitted by right in the districts that permit single-unit residential uses. Program 4-2 is proposed to allow housing in full compliance with the Employee Housing Act.

4.6.2.12 Residential Care Facilities

Overview

Health and Safety Code Sections 1566.3 and 1568.0831 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings. The TRPA Code defines residential care as "establishments primarily engaged in the provision of residential social and personal care for children, the aged, and special categories of persons with some limits on ability for self-care, but where medical care is not a major element. The use includes, but is not limited to, children's homes, halfway houses, orphanages, rehabilitation centers, and self-help group homes." It allows residential care as a primary residential use in Chapter 21 of the TRPA Code. The City allows residential care in TCAP and TVAP as allowed uses. In 2024, the City amended TCAP and TVAP to allow residential care densities up to 65 persons per acre to better accommodate populations in need of such services and assistance. However, TRPA caps density at 25 persons per acre for standard projects, and that regional standard supersedes the City's.

Conclusion

There is an "actual constraint" regarding residential care facilities, or the lack of clear regulatory provisions in place for residential care uses. Although the City permits residential care uses within the TCAP and TVAP and references the TRPA definition in Chapter 21 of the TRPA Code, the Development Code does not clearly reflect State law requirements. Health and Safety Code Sections 1566.3 and 1568.0831 require that licensed residential care facilities serving six or fewer persons be permitted by right in all residential zones. Program 1-5 is proposed to work with TRPA to include the definition in the City's Development Code and allow residential care as required by State law.

4.6.2.13 Subdivision and Condominium Requirements

Overview

Chapter 39 of the TRPA Code of Ordinances contains TRPA's subdivision ordinances. Subdivisions that would create new development potential are prohibited in the Tahoe Region. Under TRPA code, both pre- and post-1987 multifamily structures may be converted to condominiums, under specific circumstances, if they do not exceed the density standards by more than 10 percent. While there is a general prohibition or mitigation requirement for subdivisions of existing low-income residential units, housing units in South Lake Tahoe are exempt from these requirements since the City has a housing program that addresses low-income housing needs. The City allows the conversion of multifamily rental units to condominiums with a stipulation that a portion of the units be deed-restricted for low- and moderate-income households. The remaining units must be deed-restricted for owner-occupancy and price-capped at the maximum price of the First-Time Homebuyer Program with the intent of serving middle-income residents.

Condominium density must be consistent with the multifamily housing density described in the applicable PAS, AP, or CP areas. Where multifamily housing is prohibited, new condominiums are also prohibited. New condominiums in areas designated preferred affordable housing areas are prohibited unless the local jurisdiction is meeting its portion of the regional fair share of low- and very low-income housing.

Conclusions

The City Council adopted condominium ordinances and policies stricter than TRPA's to preserve rental housing. These are described in the section related to City of South Lake Tahoe constraints. Consequently, TRPA ordinances are less restrictive than the City's and are not an "actual constraint." The City's condominium ordinance is also not a constraint for affordable housing. The City's ordinance allows more opportunities for homeownership for residents of all income levels by promoting deed-restricted affordable housing.

4.6.2.14 Fees and Other Exactions

Overview

TRPA's filing fee schedule categorizes residential projects into two groups: single-family and multifamily new construction, but affordable housing projects (including lower-, moderate-, and achievable-income sites) are exempt from application fees. TRPA processes the waiver through a staff-level ministerial review. This process for a new housing development takes approximately 120 days for TRPA review and approval. Table 4-54 shows the base fees for the two groups of residential developments.

TABLE 4-54
TRPA BASE FEES FOR NEW RESIDENTIAL CONSTRUCTION (INCLUDING TEAR-DOWN, REPLACEMENT, OR MODIFICATIONS AFFECTING 50 PERCENT OR MORE OF AN EXISTING STRUCTURE/FACILITY)
Tahoe Basin
Effective January 20, 2026

Residential Use Category	Base Fee
Single-family Dwelling, Summer Home, Secondary Residence, one Mobile Home Dwelling, and one Employee Housing unit	$1.71 per sq. ft. of floor area covered by roof $862 min.1
Multiple-family Dwelling, Multiple-person Dwelling, Nursing and Personal Care, Residential care, more than one Employee Housing unit, more than one Mobile Home Dwelling	$3,787 + $69/unit1

Source: Tahoe Regional Planning Agency Application Filing Fee Schedule (Effective January 20, 2026)

[1] *All application fees listed under numbers 1 - 4 waived with projects that use new affordable, moderate, or achievable housing bonus unit(s). Other fees would still be applicable.*

Depending on the required level of review (i.e., staff, hearing officer, or governing board review) and the location of the project, the total fee may be greater than the base fee. The majority of projects are reviewed at the staff level. The TRPA Hearings Officer or Governing Board generally only review residential projects identified as a "Special Use" in the applicable PAS. Fees for revisions to a permitted project are also determined by applying a multiplier to the original project fee. Table 4-55 summarizes TRPA's fee multipliers.

TABLE 4-55 TRPA FEE MULTIPLIERS Tahoe Basin Effective January 20, 2026	
Level of Review	**Multipliers**
Staff Level Review	1.00
Hearing Officer Review	1.40
Governing Board Review	1.80
Plan Revisions	
Minor—A non-substantive change to a permitted project. A project that will not cause changes to any TRPA permit conditions, does not require new field review by TRPA staff, does not require a public hearing, and does not involve any modifications to building size, shape, land coverage, location, or scenic rating score.	0.40
Major—A substantial change that does not significantly exceed the original scope of the project. Revisions that significantly exceed the original scope of a project, or which require a public hearing, shall be treated as new or modified projects, as the case may be.	0.70
Special Planning Area	
Enhanced Staff Level Review: For projects located in an adopted community plan area, or subject to an adopted redevelopment, specific, or master plan.	1.25

Source: Tahoe Regional Planning Agency, Application Filing Fee Schedule (Effective January 20, 2026), https://www.trpa.gov/wp-content/uploads/documents/FILING_FEE_SCHEDULE.pdf.

Projects are subject to other TRPA filing fees such as the $151 Information Technology Surcharge applied to each application for maintenance of the TRPA database, and the $1,054 or $2,107 Shoreland Scenic Review Fee applied to projects in the Shoreland area of Lake Tahoe. Table 4-56 lists these and other fees charged by TRPA in the land development process.

TABLE 4-56 OTHER TRPA FEES Tahoe Basin Effective January 20, 2026	
Category	**Fee**
Shoreland Scenic Review Fee—For new construction projects, and additions and other construction modifications to existing structures located in the shoreland area of Lake Tahoe.	$1,054 or $2,107
Stormwater Fee	$166
Information Technology Surcharge—applied to all applications.	$151
Bonus Unit Allocation Transfer	$913 per location
Land Coverage Transfer	$913
Lot Line Adjustment	$1,653 (2 lots) + $171 per add. lot

Source: Tahoe Regional Planning Agency Application Filing Fee Schedule (Effective January 20, 2026)

In addition to the project application fees, mitigation fees are required by TRPA for all projects in the Lake Tahoe Basin. No exemptions for affordable housing are provided, but the mobility mitigation fee may be waived. These fees are the same for single-family or multiple-family housing:

- **Water quality mitigation fee:** $1.86 per square foot.
- **Off-site land coverage mitigation fee:** $8.50 per square foot of coverage created in the public right-of-way (dependent upon project location).
- **Excess land coverage mitigation fee:** $8.50 per square foot of land coverage; $200 minimum (dependent on project location).
- **Mobility mitigation fee:** $213.76 per average daily vehicle mile traveled.

Together, TRPA mitigation fees for a 2,000-square-foot, single-family home would cost an estimated $18,766, assuming that the site is not built in a public right-of-way and does not exceed the base allowable land coverage on the parcel, and a two-person household generates an average daily vehicle miles traveled of 24.96 miles (12.48 miles per person per day), based on the TRPA Regional Transportation Report published in 2024.

Conclusions

While TRPA exempts affordable housing projects from application fees through staff-level ministerial review, there is an "actual constraint" related to the development of housing associated with TRPA's mitigation costs. Past reports have suggested reduction or elimination of such fees for housing projects that are affordable to locals. Such suggestions have not been implemented by TRPA. The City works with project proponents to redevelop existing developed sites, such as RV parks, for affordable by design housing, as existing developed sites have grandfathered land coverage and a certain number of recognized daily vehicle trip ends that reduce mitigation fees. In recognition of TRPA's high development fees, the City of South Lake Tahoe maintains fees lower than those of most jurisdictions. The lower City fee schedule reduces the amount of money available in the City's budget and limits the ability of the City to provide supporting infrastructure and services.

4.6.2.15 Project Processing and Permit Procedures

Overview

Permissible uses that are allowable in the PAS or CP district are approved at staff level. Special uses require neighbor notification, public hearings, and issuance of a use permit. Design review is conducted in either case for residential projects that propose alternative architectural styles or modifications to the City's Residential Development and Design Standards. To expedite project review and remove duplication, the City and TRPA have executed an MOU that delegates the responsibility for TRPA permitting to the City. The City reviews and approves all single-family and multifamily residential projects of four units or fewer throughout the city on behalf of TRPA per a MOU signed in 2014. The City also reviews residential projects with:

- Less than 50,000 square feet of new floor area in Town Centers
- Less than 100,000 square feet of new floor area in Regional Centers

- Less than 25,000 square feet of new floor area in other areas within the boundary of an Area Plan

Projects reviewed under the MOU are still required to comply with all TRPA regulations and procedures which may require a hearing and decision by TRPA's Hearings Officer or Governing Board. However, projects reviewed under the MOU that require a hearing are reviewed by the City Planning Commission acting in its capacity as the TRPA Hearings Officer. Review of typical CEQA-exempt projects reviewed under the MOU, such as all single-family and multifamily residential projects of four units or less, takes approximately three months. The three-month review includes TRPA required neighbor notification and issuance of the permit.

For projects not reviewed under the MOU that require a hearing, both the City and TRPA each hold separate hearings. Review of projects requiring CEQA review that are not reviewed under the MOU takes approximately six months. While both TRPA and the City must review a project not under the MOU and potentially hold two separate hearings, separate hearings themselves do not impact the project timeline because projects that do not meet the MOU requirements must be evaluated under separate applications regardless. Multifamily projects proposing four or more units that meet the City's objective design standards have the same ministerial findings and procedures for approval as single-family projects and multifamily projects proposing fewer than four units. Multifamily projects proposing four or more units that do not meet the City's objective design standards undergo discretionary review. City staff find that project timing for typical multifamily projects subject to discretionary reviews is approximately four months. The six-month timeframe applies to all types of residential projects that require CEQA review.

The Residential Development and Design Standards (adopted in 2021) were intended to streamline planning review and approval for single-family, duplex, and triplex projects. However, delays still occur due to TRPA permitting, specifically, missing TRPA documentation (e.g., site assessments, historical determinations), and in many cases, the lack of knowledge of TRPA permitting requirements. The City has not seen a decrease in plan review approval for multifamily projects. The vast majority of applicants choose not to fully comply with the objective design standards and thus go through discretionary review. The discretionary review process at minimum requires two months to process. The City believes applicants will continue to submit projects that use alternative development and design standards due to inflexibility in the adopted residential development and design standards. Typical turnaround time after receiving planning entitlements until requesting a building permit is driven by market conditions and funding availability. Building permits are typically requested within a year after receiving planning approval.

TRPA conducts audits of City permitting under the MOU. Audit results related to delegated authority in an Area Plan is reported to the TRPA Governing Board annually (TRPA Code of Ordinances Section 13.8.3) and audits related to the Performance Review System (TRPA Code of Ordinances Section 50.5.2.E) affect the number of residential allocations distributed to the City as part of the Allocation of Development system (TRPA Code of Ordinances, Chapter 50).

Conclusions

There is an "actual constraint" related to the permitting process. The complicated regulatory environment in the Lake Tahoe Basin and the audited oversight process associated with the MOU require substantial staff resources to ensure compliance, resulting in longer application review times. Larger multifamily housing projects that are not within the delegated authority of the MOU require separate TRPA and City

permit processes that can create redundancy resulting in procedural delays and increased development costs.

4.6.2.16 TRPA Preemption of State Housing Law

TRPA regulations that further the realization of the Regional Plan can preempt State law. In the past, TRPA has made efforts to eliminate conflicts with State law where a modification that enabled compliance would not compromise the Regional Plan. For example, TRPA staff has interpreted its code consistent with California law that licensed group homes with six or fewer residents are treated no differently than other family housing and can move into any single- or multiple-family dwelling unit. In addition, TRPA recently updated ADU regulations to become more consistent with State law.

4.6.2.17 Accessory Dwelling Units

Overview

California has adopted multiple laws in recent years to clarify and improve various provisions to promote the development of ADUs and junior ADUs (JADUs). These include allowing ADUs and JADUs to be built concurrently with a single-family dwelling, opening areas where ADUs can be created to include all zoning districts that allow single-family and multifamily uses, modifying fees from utilities such as special districts and water corporations, limited exemptions or reductions in impact fees, and reduced parking requirements. The California Government Code, Section 65583(c)(7), requires that cities and counties develop a plan that incentivizes and promotes the creation of ADUs in compliance with State law. These laws are intended to simplify the process for obtaining ADUs to increase California's supply of affordable housing. Cities must either establish specific development and design standards for ADUs or apply the state's enumerated standards. In either case, the standards must be applied ministerially and no public hearing can be held.

With the advent of recent ADU legislation, in July 2021, TRPA removed the one-acre limit on parcel size to allow ADUs in more areas of the city and removed requirements for noticing to adjacent neighbors when an ADU is constructed on a single-family parcel. TRPA allows up to two ADUs on residential parcels so long as the proposed or existing use is consistent with current zoning. This is more restrictive than California code which does not require conforming zoning and, in some cases, allows more than two ADUs (including JADUs) per parcel. ADUs are required to obtain a development right just as primary residential uses are. This may be in the form of a PRUU paired with an allocation, RUU, or a Bonus Unit. These units must be deed-restricted to affordable, moderate, or achievable TRPA definitions/income limits; as such, application filing fees and mobility mitigation fees are waved.

The following criteria shall be met for affordable, moderate, or achievable housing:

- Be a single- or multi-family development;
- Deed-restrict the unit against second-home or vacation-rental use;
- Deed-restrict the unit to its approved use and to affordable, moderate, or achievable income limits (per Chapter 90 of TRPA Code of Ordinance), with annual compliance reporting and fines up to $5,000/day for noncompliance; and
- Be located within ½ mile of a designated Town Center or transit stop, or where multi-family dwellings are allowed or permitted by special use.

ADUs are still required to comply with TRPA's land coverage and height regulations. ADUs are not considered in calculations of density. TRPA permits for ADUs are reviewed based on who is providing the development right. If the project is using an RUU from the City, the City will review and issue the TRPA permit. TRPA will review projects when the ADU is using a Bonus Unit, issued by TRPA, or when the development right is obtained elsewhere.

In 2024, the City amended Section 6.85.050, *Accessory Dwelling Units*, of the Municipal Code to establish the permitting process, allowable number of ADUs and JADUs, and applicable development and operational standards. ADUs and JADUs are subject to review and approval by both the City and TRPA. While this section is intended to implement State law governing ADUs and JADUs, TRPA may not permit ADUs and JADUs to the same extent allowed by this Code and State law, as required pursuant to applicable TRPA Regional Plan requirements.

Conclusions

There is an "actual constraint" related to ADUs. While TRPA's changes in ADU regulation helps South Lake Tahoe comply with State law, which allows multiple ADUs and JADUs per parcel, these changes to regulations do not completely bring the City into compliance with State law. The complicated regulatory system and the environmental constraints in the Lake Tahoe Basin pose challenges to the feasibility of ADU construction that are not experienced in other parts of the state.

Program 2-14 proposes to further facilitate the development of ADUs by promoting them as a viable housing option in the City. There are no special ADU/JADU standards related to height, coverage, required development rights or mitigation fees; they must be consistent with other residential design review standards. In many cases, the TRPA Code restricts ADUs/JADUs and "granny flats" to a greater extent than what State law allows. This poses an "actual constraint" for the City of South Lake Tahoe in its ability to meet the requirements of State law without creating confusion for the public (e.g., if the City amended its code to meet the requirements of State law, but the TRPA Code remains more restrictive).

4.6.1.1.1 Density Bonus

Overview

A density bonus is the allocation of development rights that allows a parcel to accommodate additional residential units beyond the maximum for which the parcel is zoned. Under current State law (Government Code Section 65915), cities and counties must provide a density increase up to 80 percent over the otherwise maximum allowable residential density under the Municipal Code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with 100 percent of units affordable to low- or very low-income households. The TRPA Code of Ordinances provides a density incentive specifically for 100 percent deed-restricted affordable, moderate, or achievable housing. Qualifying residential or mixed-use developments that utilize bonus units are exempt from the density maximums entirely. In those overlays, the residential maximum is generally 25 units per acre, a cap that applies to development broadly rather than specifically to affordable housing. Eligibility for the bonus units that trigger this exemption is not confined to Town Centers. A project qualifies if it is within ½ mile of a designated Town Center, within ½ mile of an existing or planned transit stop, or located in an area where multi-family dwellings are an allowed or special use.

Conclusions

The City's density bonus poses no "actual constraint" to the development of affordable housing. State law requires jurisdictions to provide a maximum 50-percent density bonus, an 80 percent density bonus for 100 percent affordable developments, or no maximum density bonus limit for qualifying 100-percent affordable projects within a half mile of a major transit stop. State law also provides a maximum of five incentives to affordable housing developers. However, TRPA provides full exemption from applicable density maximums only for qualifying projects that are 100 percent deed-restricted and satisfy the applicable bonus-unit and locational eligibility requirements. Although this exemption may allow greater residential density, TRPA does not provide a comparable benefit to developments that set aside only a portion of their units as affordable, nor does it provide the mandatory incentives, concessions, waivers, and parking reductions State law requires. Accordingly, TRPA regulations may continue to present a potential constraint to the development of affordable housing. Program 2-8 commits the City to continuing to work for basin-wide change, which would allow the City to comply with State Density Bonus Law without conflicting with TRPA regulations.

4.6.1.1.2 General Plan

Overview

In 2017, Senate Bill (SB) 166 or the "no-net-loss" statute, amended the law to require that all local governments maintain enough sites to accommodate their remaining unmet RHNA per income category at all times throughout the housing planning period. Local governments cannot take any action that would reduce a parcel's residential density unless it simultaneously identifies alternative and adequate sites that would account for any initial loss in the housing supply by income category. If the City approves a housing development on a Housing Element site that provides fewer units and/or at different income levels than designated in the Housing Element, the City must demonstrate that enough adequate sites remain in the jurisdiction to address all units and income categories of its remaining RHNA.

Conclusions

This is not an "actual constraint," as any amendment proposal could be required to be submitted in hand with another amendment request to re-zone another area.

4.6.3 City of South Lake Tahoe Potential and Actual Governmental Constraints

In South Lake Tahoe, governmental constraints include ordinances, policies, and procedures of both TRPA and the City. This section addresses the potential constraints related directly to the City.

The City of South Lake Tahoe's 2011 General Plan, APs, and CPs, along with the PAS, establish the amount and distribution of land allocated for the different types of residential uses. These documents also provide the City's framework for creating and fostering a viable local economy. While housing production is primarily constrained by the TRPA Regional Plan, the City's own land use controls, development processing procedures, fees, off-site improvement requirements, and building codes also affect development potential.

4.6.3.1 Land Use Controls

The discussion found in the TRPA section related to zoning, densities, and design also applies to the City of South Lake Tahoe, as the City has adopted the TRPA PAS and CPs as its zoning. This was done to ensure consistency and reduce confusion for applicants. Regional growth controls, grading standards, and land coverage standards have not been codified by the City but nevertheless apply region-wide due to TRPA's special regional government status. The City's zoning and development standards are available online as part of the City's municipal code.

Citywide, CP and AP design standards have been mutually adopted by both the City and TRPA, superseding the requirement of Chapter 36 of the TRPA Code. These design standards incorporate by reference the TRPA Code Chapter 37 height requirements. In addition, the City has adopted objective residential design standards, which streamline project review within the city. Conversely, TRPA's code incorporates the City's parking standards, described in Section 4.6.3.16, *Parking Standards*. This discussion, and the discussions related to "Impediments to Housing for Persons with Disabilities" (Section 4.6.2.10), which includes reasonable accommodations and residential-care facilities, "Project Processing and Permit Procedures" (Section 4.6.2.15), density bonuses, and ADUs, also apply to the City and will not be duplicated here. Only land use controls that diverge from the regional regulations, or that the City leaves to TRPA because the regional regulations already address them, are discussed below. Controls where the City and TRPA are consistent are not restated.

4.6.3.2 Airport Safety Areas

Overview

The Lake Tahoe Airport Land Use Compatibility Plan (ALUCP) adopted in 2019, identifies six airport safety zones and five noise contour bands that indicate where uses may be incompatible with airport activities and noise-related impacts. These regulations were required under the State Aeronautics Act (Public Utilities Code Section 21670 et seq.). The ALUCP policies are designed to promote compatibility between the airport and surrounding land uses.

The five noise contour bands are Community Noise Equivalent Level (CNEL) 50-55 decibels (dB), 55-60 dB, 60-65 dB, 65-70 dB, and greater than 70 dB. Residential uses within areas around the airport exposed to CNEL 50 dB to 64.9 dB are considered compatible or conditionally compatible subject to the noise compatibility criteria. All areas exposed to CNEL 65 dB or greater are considered incompatible for residential uses, and new residential dwellings are prohibited. For existing single-family parcels in areas exposed to CNEL 60 dB or greater, new residential structures (e.g., ADUs) shall implement construction measures to limit intruding noise such that the interior noise levels shall not exceed CNEL 45 dB. For any new residential development, or improvements to existing structures of more than 200 square feet, occurring between the 50 CNEL and the CNEL 60 dB noise contour, measures shall be incorporated to reduce interior noise levels to CNEL 45 dB. A review of the City's Zoning Map, indicates that all areas located within CNEL 65 dB or greater are zoned conservation and residential uses are prohibited.

No residential areas are in airport safety zone 1, which is incompatible with all types of residential development. Additionally, residential uses should not be permitted under any circumstances in safety zone 5 due to airport-related safety hazards. Safety zones 2 through 4 indicate that residential developments may be compatible with airport operations depending on their location, size, bulk, height, density, and intensity of use. There are no use restrictions within safety zone 6, though projects should still be reviewed for

elements that may result in height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Within Safety zones 2 through 4, the construction of single-family dwellings, including authorized ADUs, is allowed if permitted by the applicable Plan Area Statements. New multi-family, multi-person, or mobile homes are permitted as infill development and subject to the following criteria:

- The proposed development is consistent with the property's applicable Plan Area Statement, Community Plan, related City or County land use provisions, and the requirements of the TRPA Code of Ordinance.
- The residential use is consistent with existing surrounding development.
- The residential project would not extend the perimeter of the area of existing development with incompatible uses.

Safety zones 2 through 4 within the city include over 74 single- and multifamily parcels with IPES scores or land capability classifications that would otherwise make them eligible for development. Note that residential parcels, particularly in the Sierra Tract portions of the zone, are typically smaller than one-half acre. Since the airport safety zones were redrawn in 2019, City planning has permitted single-family residential development pursuant to the applicable PAS (103, 104, and 105), and all other residential uses permitted as "infill" development. These infill projects have not extended the area of existing development with incompatible uses. The residential construction that has occurred has been constructed using "new" residential allocations and therefore has moderately increased the intensity of uses in the area.

Conclusions

There is no "actual constraint" associated with the airport safety zone requirements, as interpreted as infill development as new construction; undeveloped lots in the affected portions of Sierra Tract and Highland Woods would be eligible for development from allocations received from the allocation list because they are considered conditionally compatible uses within the zones. Lots in Sierra Tract and Highland Woods are allowed to use allocations for either a single-family dwelling or multi-family, or multi-person, if permitted in the PAS.

4.6.3.3 Annexation Restrictions

Overview

Possibilities for annexation are limited by the geographic and physical boundaries surrounding South Lake Tahoe to the north and east. However, there are no annexation restrictions limiting annexation of unincorporated El Dorado County land. An annexation was completed in 2025 as a clean-up for additional streets in the Sierra Tract neighborhood and near the Upper Truckee River meadow to ensure better service based on the closest the City.

Conclusions

There is no "actual constraint" associated with annexation restrictions.

4.6.3.4 Mobile Homes/Mobile Home Parks

Overview

Under California Government Code Section 65852.3, jurisdictions must allow certified manufactured homes on all lots zoned for conventional, stick-built, single-family dwellings. The only difference in regulation between manufactured homes and conventional single-family dwellings may be with respect to architectural requirements. Chapter 3.00 Definition of the City Code defines single-family residential to include mobile homes and factory-built housing, but the City's permissible uses identify mobile home dwellings as a separate use category and do not permit them in all zones where single-family dwellings are allowed in the City's Area plans. TRPA's Code defines mobile home dwellings distinctly from single-family dwellings and does not treat them the same as single-family dwellings. Manufactured homes that comply with local design standards can be placed on a permanent foundation outside of mobile home parks to serve as permanent residences; mobile homes and travel trailers cannot, as prohibited by City Code. Mobile homes and travel trailers are limited to designated mobile homes or RV parks.

Chapter 6.55 of the City Code includes standards for new or enlarged mobile home parks. In reality, all existing parks are very dense and have no room for expansion. All existing mobile home parks in the city have some nonconforming elements, whether they are a nonconforming use, or have nonconforming land coverage, density, setbacks, etc. Only the Tahoe Verde Mobile Home Park was constructed since city incorporation in 1965. No one has inquired about construction of a new park, but if a new park were constructed, the PAS/APs/CPs permissible uses matrices would apply. The minimum lot size required for a mobile home park lot is 5 acres. Three PAS include areas that allow construction of new mobile home parks. Where permissible, TRPA limits new mobile home park densities to eight units per acre.

HCD's Division of Codes and Standards is the enforcement agency for the mobile home parks within South Lake Tahoe. The City has the option, but has not assumed enforcement responsibilities, for parks within its jurisdiction. Most South Lake Tahoe mobile home parks are overly dense and predate city incorporation; therefore, they tend not to meet City standards in at least some aspects. All parks are required to comply with the Mobile Home Parks Act and the regulations contained in the California Code of Regulations, Title 25, Division I, Chapter 2, commencing with Section 1000. HCD is required to ensure compliance with the act.

Even so, under State law, the City becomes involved prior to the conversion of a mobile home park to another use or prior to either the closure of a mobile home park or cessation of use of the property as a mobile home park. Some California local jurisdictions have codified the local requirements created to implement the conversion of a mobile home park to another use. Since the City has not done so, the requirements of the California Government Code apply. This law applies only to mobile home parks. The city's two RV parks, considered under TRPA's use definitions to be a recreation use similar to camping and not residential units of use, have conversion standards pursuant to state RV park law, but they do not include a relocation requirement.

Specifically, Section 65863.7 of the California Government Code requires the person or entity proposing to close a mobile home park or otherwise change the use to file a report with the City, prior to initiating the change. The report must document the impact of the change on the residents of the park. The term "residents" includes both owners and tenants of park coaches. The report must specifically address the availability of adequate replacement housing and the costs of relocation to mitigate the adverse effects of

the conversion/closure/cessation of use. This report must be provided to each park resident. In writing this report, the feasibility of moving the coaches should be assessed. Many older coaches are not moveable (either because of condition or due to lack of replacement mobile home parks that will accept older coaches) and as a result may need to be appraised and acquired by the person or entity proposing the change.

The City Council would review the report before any change of use is approved. Payment of relocation assistance/moving expenses to park residents may be required. The costs of relocating residents—whether owners or occupants—would be borne by the person or entity proposing the change. In addition, an administrative fee for processing the change/closure/cessation of use can be charged. However, the City has not yet established such a fee.

After the change of use is approved, park management must give homeowners six months or more written notice of the termination of tenancy. If no local government permit is required to change the use, then notice must be given 12 months or more before the change of use occurs. This notice triggers response requirements on the part of the mobile home owners pursuant to Section 798.56a of the Civil Code.

The ability to do acquisition/rehab or conversion/rebuild projects is impeded by the high cost of relocation of residents. Pursuant to the City's nonconforming use requirements (and those of TRPA), if a subsequent multifamily housing project or other use is proposed on a converted mobile home park site, nonconforming densities and setbacks will not be grandfathered as part of the new project. Legally existing excess land coverage may remain, but it must be mitigated pursuant to the requirements of Chapter 30 of the TRPA Code of Ordinances.

Many members of the community concerned about substandard mobile home park conditions in South Lake Tahoe suggest that these should be priority sites for park conversion and replacement with quality affordable housing projects. As stated previously, subsequent projects built to appropriate densities typically reduce the amount of housing, creating a need for replacement housing.

Conclusions

There is an "actual constraint" associated with how mobile and manufactured homes are classified. To address this constraint, the City proposes to treat mobile and manufactured homes the same as single-family dwellings and to work with TRPA to allow these residential uses to be permitted consistent with State law.

Furthermore, there are potential constraints associated with the mobile home park design standards and land use controls. The recent reduction by the City of the minimum mobile home park lot size to five acres was based on an evaluation of constraints to housing development and community engagement and feedback. However, as part of Program 3-10 the City will assess other mobile home issues that may be constraints to development, including the following:

- City regulations do not address the conversion of mobile home parks. The City Council could consider codifying the specifics regarding what constitutes a change of use (quantifying the definition of "cessation," such as all or part of a park, immediately or gradually, etc.), when relocation payment is required, etc. The City could also evaluate the appropriateness of TRPA's restriction for the reuse of any units of use that originate from a mobile home park. These may be appropriate for single-family workforce housing.

- City regulations for new and enlarged parks should include design and required amenities, any fencing requirements, and an assessment of affordability. Further, it could consider identifying those mobile home parks that are most desirable or feasible to preserve as long-term, permanent housing. These mobile home parks could be targeted for park-wide improvement with the necessary infrastructure and residents could be part of a special program for rehabilitation or replacement of older coaches.

4.6.3.5 Motel Conversion Regulations

Overview

The motel conversion and bonus unit substitution program is an option to assist the City of South Lake Tahoe in meeting its affordable housing obligations and ensuring a long-term supply of affordable housing for city residents. The City Code of Ordinances Section 6.55.370 establishes the criteria for the conversion of motels to affordable multifamily rental housing and the substitution of bonus units allowed by Chapter 52 of the TRPA Code of Ordinances (see TRPA Constraints, Growth Controls). The tourist accommodation units (TAU) that become RUU are excess-rights eligible for sale or transfer. These new RUUs can be sold or transferred and used only for multifamily residential units, not single-family dwellings.

Project Homekey is a State program that funds the acquisition and rehabilitation of motels and similar properties for conversion into permanent housing for people experiencing or at risk of homelessness. The City, in partnership with the Tahoe Coalition for the Homeless, used Homekey funding to acquire and convert three local motels, the Red Lodge, Bird's Nest, and Bear's Den, to residential use. All three Homekey properties are in the Tahoe Valley Area Plan and were eligible for residential conversion.

As of 2025, the fee for transferring the unit of use is $913 per unit. Opportunities for motel conversions are limited by the building and locational criteria provided in the City Code. The motel buildings must meet California Building Code for multifamily commercial (R-2), which differs from tourist accommodation standards. Motel properties abutting Lake Tahoe Boulevard or Emerald Bay Road within certain PAS or CPs, all of which have either a commercial or tourist land use designation, are not eligible for conversion. Approximately one-third of the city's motels are ineligible because of their location. The excluded PAS/CP areas are as follows:

- PAS 103 (Sierra Tract commercial)
- PAS 110 (Tahoe Valley Area Plan area)
- PAS 116 (airport)
- The Bijou/Al Tahoe CP
- The Stateline/Ski Run CP (Tourist Core Area Plan)

Properties that are in the excluded PAS/CP areas but do not directly abut Lake Tahoe Boulevard or Emerald Bay Road are still eligible to apply for conversions to residential uses. Also, motel conversions may occur in the excluded areas when the conversion project is a mixed-use project that combines affordable housing with a commercial or public service component.

Conclusions

There is no "actual constraint," but rather the motel conversion ordinance serves as an affordable housing incentive. However, the conversion of motels to housing has proven to be difficult to accomplish. While TRPA regulations support this conversion, health and safety standards, including the building code requirements, limit the feasibility of many motel-conversion projects due to the age of most motels in the city and deferred maintenance

4.6.3.6 Single-Room Occupancy Unit Conversion and Inspection Program

On June 16, 2015, the City Council of South Lake Tahoe moved to adopt an ordinance that established standards for residential SRO units as permissible in the city. The ordinance applies to owners of motel properties who offer long-term stays of 30 days or more for lower-income or unhoused residents in an effort to encourage quality standards and sanitary living conditions. Since adoption of the SRO ordinance, the City has helped to certify at least 188 SRO units across the city. Property owners will often use the motel rooms as tourist accommodations at busy times of the year or flip between residential and tourist uses.

Unless otherwise occupied and used for transient housing, all designated SRO units remain as TAU as their default use. Single-room Occupancy Units are allowed in any zone that permits TAUs (see Table 4-46).

In terms of living standards, the ordinance requires that SRO units offer, at the very minimum, access to kitchen facilities (one in each SRO if a common kitchen does not exist); a bathroom with a toilet, sink, and bathtub or shower; and functioning smoke and carbon monoxide detectors. It also establishes minimum habitable floor-area requirements based on household size, as follows:

- For a single occupant: 120 square feet;
- For two occupants: 170 square feet;
- For three occupants: 220 square feet; and
- For four occupants: 270 square feet.

The ordinance requires that motel owners designating a certain portion of their rooms as SRO units to obtain a permit for all necessary improvements. The City inspects each permitted SRO unit on an annual basis or more frequently as needed. The SRO unit or units at a specific property must comply with the standards in force when the permit was originally issued. If any SRO unit poses a health risk to the degree that a tenant must seek relocation, relocation costs are imposed on the property owner.

Conclusions

There is no "actual constraint," SROs; however, the City recognizes that many older SROs have been lost due to deterioration, hotel conversions, and demolition. Therefore, Program 3-2 proposes to preserve and rehabilitate existing residential hotels and other buildings suitable for SROs.

4.6.3.7 Transitional and Supportive Housing

Overview

Health and Safety Code Section 50675.2 defines transitional housing as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Supportive housing is permanent rental housing linked to a range of support services designed to enable residents to maintain stable housing and lead fuller lives. Typically, supportive housing is targeted to a certain population, as defined in Health and Safety Code Section 53260—i.e., low-income persons with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18. The types of support services that can be provided include medical and mental health care, vocational and employment services, substance abuse treatment, childcare, and independent-living skills training. To encourage the development of more supportive housing and to address increasing levels of homelessness statewide, the State Assembly passed AB 2162 in 2018, which limits the discretionary review for supportive housing projects in certain zones. AB 2162 requires jurisdictions to permit the development of supportive housing by right in areas zoned for either multifamily or mixed-use development. By requiring ministerial approval in these circumstances, the development of certain supportive housing would also fall under the CEQA exemption for ministerial approval.

The City currently defines transitional housing in the Development Code and allows conversion of motel units to transitional housing facilities pursuant to Section 6.55.370. This facilitated the work of the Tahoe Coalition for the Homeless to convert three motels to supportive housing for formerly homeless and individuals with various existing vulnerabilities in South Lake Tahoe in 2020. The three motels, the Red Lodge, Bear's Den, and Bird's Nest, are active today and provide 59 beds within the supportive housing facilities. The City does not define supportive housing in the Development Code, and the TRPA Code of Ordinances neither identifies nor defines either use or where they are permitted within the Tahoe Basin.

Conclusions

There is an no "actual constraint" related to housing associated with TRPA and City regulations in place for transitional and supportive housing. This has been addressed through the Mid-Town Area Plan (Appendix B, p. 8), which proposes to define transitional and supportive housing in the City's Development Code and directs the City to work with TRPA to allow these uses as required by State law.

4.6.3.8 Emergency Shelter

Overview

The California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." SB 2 (Cedillo, 2007) requires jurisdictions to allow emergency shelters without a conditional use permit.

The City has worked with TRPA to confirm that the "Social Service Organization" use in the TRPA Code of Ordinances includes emergency shelter uses. The TRPA definition for Social Service Organization is "Public and quasi-public establishments providing social services and rehabilitation services, counseling centers, welfare offices, job counseling and training centers, or vocational rehabilitation agencies, serving persons with social or personal problems requiring special services and the handicapped and the disadvantaged. The use includes organizations soliciting funds to be used directly for these and related services. The use also includes establishments engaged in community improvement and neighborhood development."

The City allows the "Social Service Organization" use, including emergency shelter uses, in all commercial zoning districts listed below and conducts inspections of such shelters consistent with AB 130. The City does not impose regulations on Social Services Organizations beyond how they are allowed and neither TRPA nor the City has adopted any operational standards for this use. Therefore, emergency shelters are known as Social Service Organizations by TRPA and interpreted as such in the Code of Ordinances and are allowed as follows:

Allowed Use

- Lakeside Park
- Subdistrict 4 of the Bijou/Al Tahoe CP
- Sierra Tract Commercial
- TSC-MUC, TSC-G, and TSC-G Special Area 1 subdistricts of the TCAP
- TC-MUC, TC-G, TC-NP, TC-HC, and CMX-S subdistricts of the TVAP

Allowed with a Special Use Permit

- Subdistricts 1 through 3 of the Bijou/Al Tahoe CP
- Tahoe Keys
- Bonanza
- Airport Commercial/Public Service Area

The five areas have 70 vacant parcels totaling 53.64 acres. All these areas are close to transit and services. According to the El Dorado Opportunity Knocks Continuum of Care, the 2026 PIT count identified a total of 278 people experiencing homelessness countywide, including 147 people experiencing sheltered homelessness and 131 people experiencing unsheltered homelessness. This represents a slight decrease from the 2024 PIT count, which identified 284 people experiencing homelessness countywide, including 149 people experiencing sheltered homelessness and 135 people experiencing unsheltered homelessness. Of those for whom race/ethnicity was known in 2026, approximately 11.6 percent identified as Hispanic or Latino, and 28.3 percent identified with a race other than White (race/ethnicity was unknown for 29 percent of the total population). Seventy-four adults (about 26.6 percent of the total population) reported having a mental health issue, and nine adults (about 3.2 percent) indicated they are veterans. The identified sites provide sufficient capacity to accommodate the homeless individuals.

State law requires that parking standards for emergency shelters be based on the number of employees and not require more parking than other similar residential or commercial uses within the same zone. The City Code groups parking requirements for Social Service Organizations, considered a public/quasi-public use by TRPA, with commercial uses, so parking standards are the same as similar commercial uses within the same PAS/APs/CPs or subareas in the city.

Conclusions

There is no "actual constraint" to the development of emergency shelters in South Lake Tahoe, as they are allowed in multiple areas of the city. However, the correlation between the definitions for "Social Service Organization" and "emergency shelter" could be improved to minimize confusion, if any exists, amongst developers and the community. The City included emergency shelters under the definition of social service organization in the Midtown Area Plan, adopted in 2026.

Low-Barrier Navigation Centers

Overview

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered "low barrier," its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

The City and TRPA Code do not currently define or permit Low-Barrier Navigation Centers.

Conclusions

There is an "actual constraint" related to housing associated with TRPA and City regulations, or the lack thereof, as they pertain to Low-Barrier Navigation Centers. Without a defined use classification and provisions allowing Low-Barrier Navigation Centers by right in areas where mixed uses are permitted or in nonresidential zones that allow multifamily housing, the City is not in compliance with State law.

4.6.3.9 Vacation Rental Regulations

Overview

In 2003, the City Council first adopted an ordinance (City Code Chapter 3.50) to regulate vacation rentals in South Lake Tahoe. Some area homeowners have used their Tahoe residences as their vacation property, renting it to other vacationers when not used by them. As property values have risen, this use has generally provided owners with an income stream that helps them pay for and maintain their properties. Large homes

in prime areas can "vacation" rent for more than the price that owners could receive from a permanent rental, while preserving the owner's ability to also use the property.

Since adoption of the last Housing Element, much work has been done in the community and by the City to address the issue of vacation rentals and the different viewpoints on that use in the city. The City updated their Vacation Home Rental Ordinance in 2017 and conducted studies about the impacts of vacation rentals to inform the ordinance updates. This remains a controversial issue in the community.

In 2018, voters passed Measure T, which prohibited vacation rentals in the city's residential zones. Since all vacation rental permits are required to be renewed on an annual basis, the City phased out all vacation rentals in residential zones by denying vacation rental permit renewal applications. Presumably, all vacation rentals in residential zones, with the exception of Qualified Vacation Rentals rented less than 30 days in a year, become illegal no later than December 31, 2021. The measure also applied to multi-family properties, requiring the expiration of all associated VHR permits, regardless of location, based on their respective renewal cycles. Measure T generally prohibited short-term rentals in residential zones, with a limited exception allowing permanent residents to rent out their primary residence for up to 30 days annually. The measure was implemented over a three-year phase-in period, with the prohibition on existing residential VHRs taking full effect in 2021 and affecting more than 1,300 units.

Measure T was subsequently challenged in court by the South Lake Tahoe Property Owners Group, which argued that the permanent-resident exception discriminated against nonresident property owners in violation of the dormant Commerce Clause of the US Constitution. On March 13, 2025, El Dorado County Superior Court Judge struck down Measure T in its entirety, finding the permanent-resident exception unconstitutional and inseparable from the rest of the measure.

On April 1, 2025, the City Council appealed the ruling and approved a 45-day moratorium on issuing new vacation rental permits in residential areas. Following the moratorium, the City Council approved a new short-term rental ordinance on June 17, 2025. The updated rules took effect July 17, 2025, and included a 150-foot buffer zone between single-family vacation rental properties outside the Tourist Core, occupancy limits of two adults per bedroom, a mandatory 24/7 local property manager, and required noise and parking monitoring devices. The City is prioritizing permit applications from previous vacation home rental (VHR) permittees in good standing whose permits expired under Measure T, with a cap of 150 new permits issued per month.

Following the 2025 ordinance, in March 2026, the City Council adopted further amendments to the VHR Ordinance, removing the previously required 150-foot buffer between VHR properties and establishing a cap of no more than 900 VHR permits in residential areas. Additional changes included a minimum rental age of 25, allowing attached condominiums to obtain VHR permits unless prohibited by applicable HOA rules, requiring room night reporting, and directing appeals of permit denials to an independent hearing officer instead of the Planning Commission. These amendments, combined with the 2025 ordinance, reflect the City's continued efforts to address community concerns with vacation rentals in residential neighborhoods. The amended ordinance took effect on April 23, 2026.

Conclusions

There is an "actual constraint" on VHRs that reduces housing supply for residents. According to ACS 2024 data, there were 7,143 vacant units out of a total of 15,087 housing units, accounting for approximately 47.3 percent of the City's housing stock. As a result of the court ruling striking down Measure T, some units may shift back to the short-term rental market rather than returning to long-term residential use, which could affect the availability of housing for residents and local housing needs.

To address this constraint, Program 3-9 proposes to continue the Long-Term Rental Incentive Grant Program, which offers cash incentives to property owners who convert their underutilized housing units to 6-month or 12-month rentals for qualified households. The goal of the program is to increase the supply of long-term rental housing available for moderate and low-income households earning 125 percent of area median income or less. In addition, the City commits to monitoring the impacts of vacation home rentals on the availability and affordability of the city's housing stock under Program 3-7.

4.6.3.10 "Illegal Unit" Program

Overview

Government Code Section 66322 states that a local agency may deny a permit to create an ADU due to zoning nonconformance only if the nonconforming condition creates a threat to public health and safety and that threat is caused by, or exacerbated by, the construction of the ADU.

The TRPA Code does not include specific provisions addressing nonconforming ADUs, however, Chapter 6.25 of the City Code provides an opportunity for certain unauthorized ADUs to become legalized if they meet specific criteria. This complaint-based program, created specifically to help meet the City's affordable housing needs with decent, safe, and sanitary housing units, only applies if units are deed-restricted as affordable housing and are rented only to lower-income persons.

The criteria for legalization include:

- Cannot have been illegally constructed since the ordinance was adopted in April 1993.
- May contain one unit beyond permissible density (detached, attached, or within the legal dwelling).
- Must conform to height, setbacks, and design.
- Must meet health and safety standards.
- Parcel must contain 1.5 parking spaces per unit.
- Must pay STPUD all costs for the illegal sewer hook-ups.
- Must be deed-restricted as lower-income housing.
- Must meet the TRPA illegal unit criteria.

Since its adoption in April 1993, 137 potential illegal units were evaluated, 23 were "legalized" and deed-restricted as lower-income housing, 28 substandard units were removed, and the balance were determined not to contain an illegal unit after investigating the property's history. No units were legalized and deed-restricted as lower-income housing or removed since 2014. As of July 2025, the fee for illegal unit review is $1,107 per unit.

Conclusions

Since the program to legalize nonconforming units is codified, it does not currently have an impact on the development of housing in the city. The Illegal Unit Program provides an opportunity for certain unauthorized ADUs to become legalized if they meet specific criteria, creating housing and increasing favorable opportunities to increase the housing stock. Program 2-14 proposes to review and revise the City's current ADU ordinance with actions that include updating ADU regulations to stay consistent with State law, pursuing funding opportunities, maintaining outreach efforts and the pre-approved plan program, and monitoring ADU production annually to ensure it stays consistent with the assumptions used in this Housing Element's Sites Inventory.

4.6.3.11 Building Height, Setback, and Minimum Lot Size Requirements

Overview

Setbacks have been codified in Chapter 6.85 of the City Code, as have minimum lot sizes and building heights. Standard setback requirements, building height, and minimum lot sizes are listed in Table 4-57.

Chapter 37 of TRPA's Code assigns maximum building heights based on the slope of the parcels in combination with the pitch of the roof. Generally, buildings containing a residential use, including mixed-use developments, are limited to two stories, except in Town Centers. This height limitation, combined with land coverage and setback restrictions, limits the feasibility of housing and mixed-use projects. The TRPA Regional Plan update allowed increased heights in the Town and Regional Center areas of the city. To implement these allowed increases, the City adopted the TCAP and TVAP. Heights from 24 to 42 feet are allowed depending on the ratio of the slope to the building volume, with exceptions of up to 56 feet in Town Centers and 95 feet in Regional Centers. In 2023, TRPA amended Chapter 13 of the Code of Ordinances, allowing up to 65 feet for deed-restricted projects in Town Centers (i.e., affordable, moderate, achievable). To minimize impacts related to height, projects of three stories or greater in Town Centers and the Regional Center are required to comply with Findings 1, 3, 5, and 9 from Section 37.7 of the TRPA Code of Ordinances and, for deed-restricted projects, Findings 1, 2, 3, 8, 14, and 18:

Finding 1: When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in Section 66.3.7, *Additional Visual Magnitude*, or Appendix H, *Visual Assessment Tool*, of the Design Review Guidelines.

Finding 2: When outside a community plan, the additional height is consistent with the surrounding uses.

Finding 3: With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

Finding 5: The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.

A. The horizontal distance from which the building is viewed;

B. The extent of screening; and

C. Proposed exterior colors and building materials.

Finding 6: The building that is permitted additional building height is located within an approved community plan or Ski Area Master Plan that identifies the project area as being suitable for the additional height being proposed.

Finding 8: The maximum building height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.

Finding 9: When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

Finding 14: (1) The project shall meet Findings 1, 3, 6, 8, and 9 in Section 37.7; (2) the additional height is required because of the increase in density permitted by Section 31.4.1; (3) the project meets the Kings Beach Commercial Community Plan improvement requirements and special policies of the Special Area; and (4) the project meets the security requirements of subparagraph 37.5.4.E.

Finding 18: The project is exempt from the density maximums per Section 31.4.1.A and the parking minimums per Section 34.4.1, unless an Area Plan specifies alternative standards per Section 13.5.3.I.C.1.

TABLE 4-57
CITY DEVELOPMENT STANDARDS
South Lake Tahoe
2025

	City Guidelines	
	Single-Family, Duplex, or Triplex	Multifamily
Building Height	24-95 ft.*	
Setbacks		
Front	20 ft.	20 ft.
Side (parcel < 80 ft. wide)	5 ft.	15 ft.
Side (parcel > 80 ft. wide)	10 ft.	5 ft.

TABLE 4-57 CITY DEVELOPMENT STANDARDS South Lake Tahoe 2025		
	City Guidelines	
	Single-Family, Duplex, or Triplex	Multifamily
Side, Street	15 ft.	15 ft.
Rear	15 ft.	15 ft.
Rear, Corner	5 ft.	5 ft.
Rear, Street	5 ft. when no vehicle access; 15 ft. when vehicle access is provided	
Minimum Lot Size		
Residential Development	6,000 sq. ft.	6,000 sq. ft.
Minimum Width	60 ft.	60 ft.
Minimum Depth	100 ft.	100 ft.
Mobile Home Park Sites	5 acres	5 acres

Source: South Lake Tahoe Municipal Code. http://www.codepublishing.com/ca/southlaketahoe/; Tahoe Regional Planning Agency, Code of Ordinances. 2025; Tahoe Valley Area Plan 2015, amended in 2024.

Note:

** Depending on lot slope and roof pitch. See Table 37.4.1-1 of TRPA Code of Ordinances.*

The minimum residential lot size in South Lake Tahoe is 6,000 (60 x 100) square feet. However, the City recognizes all legal residential lots. In older subdivisions such as Sierra Tract, the typical lot size is 5,000 square feet. Consequently, the primary purpose of the minimum lot size relates to lot line adjustments. An adjustment that reduces an existing lot to below the minimum lot size would not be permissible.

Table 4-58 shows several exceptions to the setback requirements listed previously in Table 4-57. For example, if a lot was established prior to April 30, 1962, and is 5,000 square feet or less in size, then the rear yard setback is reduced from 15 to 10 feet. Another example is for the use of residential pools and spas. When these are developed, the rear-yard setback is reduced from 15 to 5 feet.

TABLE 4-58 SETBACK EXCEPTIONS South Lake Tahoe 2025	
Condition	Exception
Lot established prior to April 30, 1962, and 5,000 sq. ft. or less	Reduce rear yard setback 10 ft.
Garage or carport site with slope greater than 1:4	Setback can be either 20 ft. or 0 ft.
Swimming pool and spas	Reduce rear setback to 10 ft.
Cornices, eaves, fireplaces or similar architectural features	May extend into any required yard by not more than 50 percent of the required width or depth.
First floor decks (not including freestanding decks), patios, and canopies	Reduce rear setback to 5 ft.

TABLE 4-58 SETBACK EXCEPTIONS South Lake Tahoe 2025	
Condition	**Exception**
First floor stairs, landings, or decks	May encroach into front yard setback provided they do not exceed a height of 30 in. and encroach no more than 5 ft.
Second story cantilever	May encroach into the front or rear setback by a maximum of five feet as long as a minimum five-foot setback exists
Accessory buildings	Maximum building size of 120 square feet and maximum eight-foot sidewall height may exist three feet from the side or rear property lines.
Play equipment allowed in yard	Must be temporary, less than 7 ft. tall, less than 115 sq. ft., and 3 ft. from property line
Garage, Carport, or Parking Pad Replacement	Shall be set back a minimum of 20 feet from the front
Residential Carport for Residents with Disabilities	May be granted an exception to accommodate persons with disabilities, provided that the structure meet building code requirements for safety, snow load, wind load, City design standards, and fire code.

Source: City of South Lake Tahoe, 2025, South Lake Tahoe Municipal Code, http://www.codepublishing.com/ca/southlaketahoe.

Conclusions

City setbacks, building heights, and minimum lot size are not an "actual constraint." They are comparable to other jurisdictions and, since they have been in place since city incorporation, they preserve community character.

4.6.3.12 Condominium Regulations

Overview

Existing Development: Chapter 6.55 of the City Code describes lot and setback requirements for condominiums. In addition, the City created regulations for condominium conversions that are more restrictive than TRPA's regional regulations. While the TRPA's Code of Ordinances allows conversion of existing multifamily residential development to condominiums, the City Code in Chapter 6.55 establishes stricter criteria for such conversions. Previously, the City Code prohibited the conversion to condominiums of multifamily rental properties; however, in 2004, the City amended the code to allow the conversion of multifamily rental units to condominiums with a stipulation that a portion of the units be deed-restricted for low- and moderate-income households. The remaining units must be deed-restricted for owner-occupancy and price-capped at the maximum price of the City's First-Time Homebuyer Program with the intent of serving middle-income residents. This change was made with the intent of increasing local homeownership for local area residents, specifically the local workforce, who are being priced out of the local market. However, to protect the city's supply of rental housing, eligible properties were limited to multifamily rental properties with 10 or fewer units.

In 2008, the City further amended the code after discovering financing issues that arose in the tightened housing market. Previously, the code restricted the converted units to owner-occupied condominiums. This restriction made obtaining financing difficult since lenders who may have to foreclose on a unit want the ability to rent the condominium pending a resale after foreclosure. The City amended the code to confirm that a foreclosing lender can rent a condominium pending their resale to income-qualified buyers.

In spring 2007, Fernwood Village was successfully converted from an eight-unit multifamily rental property to eight single-family condominiums. Of the eight condominium units, six units are limited to middle-income households, and two units are limited to moderate-income households.

New Development: In 1998, the City Council modified the way allocations were distributed to condominium projects. Previously, people had to obtain such allocations from the single-family list. Since no one can receive more than one single-family allocation each year, it would have taken two or more years to obtain enough allocations from the list to construct a project. Consequently, the City Council amended the allocation policy to enable such allocations to come from the multifamily list. The developer must identify their intent to construct condominiums at the outset.

Conclusion

Existing Development: City restrictions on condominiumization of existing development to preserve rental housing do not pose an "actual constraint" to providing housing in South Lake Tahoe. The City Code allows more opportunities for homeownership for residents of all income levels by promoting deed-restricted affordable housing; however, regardless of the incentives, many developers in South Lake Tahoe are still reluctant to build housing at affordable price points so preserving existing affordable housing is critical.

New Development: Since 2014, the City has encouraged the proliferation of condominiums in the City's Town Centers and has not established a cap on the number of residential allocations that can be used in a Town Center.

4.6.3.13 Timeshare Conversion Regulations

Overview

Chapter 6.60 of the City Code prohibits conversion of existing residential dwellings to timeshares. There is also a moratorium on converting existing visitor lodging uses to timeshares. This section of the code has been interpreted as prohibiting the tear-down and reconstruction of either existing residential (through conversion) or motels as timeshares.

Conclusion

City prohibitions on conversion of residential units to timeshares are not an "actual constraint" to providing housing for all income levels in South Lake Tahoe. The legislative intent of the timeshare ordinance was to protect the city's housing stock. There is a clear nexus between the loss of residential units and preservation of housing stock, but that is not true for the loss of motel units. While there may be other compelling reasons to prohibit conversion of motels to timeshares, they are unrelated to housing needs.

4.6.3.14 Building Codes and Enforcement

Overview

Through building codes and other land use requirements, local governments influence the style, quality, size, and costs of residential development. Building codes and their enforcement can increase the cost of housing and impact the feasibility of rehabilitating older properties that must be upgraded to current code standards. In this manner, building codes and their enforcement act as a constraint on the amount of housing and its affordability.

State law prohibits modifications to building codes except where local variations are necessary for reasons of climate, geology, or topography (Health and Safety Code Section 17958.5). The City has adopted the 2022 California Building Code, which determines the minimum residential construction requirements throughout California. The City also has adopted a Green Building Code that encourages sustainable materials and practices in new buildings. Because of Tahoe's high elevation, susceptibility to fire, and snowy climate, local amendments have been made to adopt special requirements for snow loads, wind shear, fire protection (sprinklers and smoke detectors), and frost line/freeze protection listed in the current California Fire Code. Furthermore, the City adopted its first Climate Action Plan (CAP) and conducted two Greenhouse Gas (GHG) Inventories in 2020.

The State has released the 2025 California Building Standards Code, which took effect on January 1, 2026. As part of the required triennial update cycle, the City passed an ordinance in November 2025 adopting the 2025 California Building Standards Code, effective January 1, 2026, transitioning from the 2022 code set to the new 2025 edition.

The state's Uniform Housing Code regulates the condition of habitable structures (health and safety standards) and provides for the conservation and rehabilitation of housing. The City responds to code enforcement problems on a complaint basis. Based on community dialogue from previous Housing Element updates, the City learned that there is a community perception that code enforcement has, in the past, been lax. The City initiated the Housing Issues Hotline as a forum for substandard housing complaints. Because much of the least-expensive, market-rate housing stock is older, often not well maintained, substandard, or owned by absentee landlords who are not responsive to tenants' complaints, the hotline has proven valuable to tenants. Staff receive complaints related to mold, no heat, pest infestation, no smoke or carbon monoxide detectors, water intrusion, and electrical issues. The usual process is for a tenant or other individual to complete a housing complaint form with the issues and proof that the property manager or owner was informed but not resolved. A building inspector conducts a field investigation after a complaint has been submitted. If the complaint is determined to be valid, the immediacy and severity of the problem is evaluated. There is no indication that enforcement practices have unduly penalized older structures.

Conclusion

City building code modifications and code enforcement are not an "actual constraint" to providing housing for all income levels in South Lake Tahoe. Most recently, the City adopted the 2025 California Building Standards Code in November 2025 to maintain consistency with State law. The City has not made any local amendments to the California Building Standards Code. In 2025, the State enacted AB 130, which pauses the adoption of new or amended residential building standards by both the State and local jurisdictions through June 1, 2031, to contain housing construction costs and provide regulatory certainty for new residential development.

There is no indication that enforcement practices have unduly penalized older structures. Should the City take over mobile home park enforcement, there needs to be enough enforcement staff to adequately address the concerns. If a building must be vacated for violation of housing and building codes, tenants may be left without housing. The Housing Issues Hotline will continue to be administered during the 2027–2035 planning period (see Program 5-4).

4.6.3.15 On-/Off-Site Improvements

Site improvements cover the range of water, sewer, circulation, and other services and infrastructure needed to facilitate residential developments. South Lake Tahoe requires the installation of certain on- and off-site improvements to ensure the safety and livability of its neighborhoods. Requirements include parking, streets, curb, gutter, and sidewalk improvements.

Street improvements are described in Chapter 6.10 of the City Code and require all new road construction projects or the repair of existing improvements within the publicly owned right-of-way to comply with the City of South Lake Tahoe Public Improvement Engineering Standards, which were established in 2009 and are posted on the City's website. The City does not have subdivision standards, so Chapter 6.10 of the City Code and the Public Improvement Engineering Standards regulate improvements in the right-of-way. These requirements for improvements can go beyond the property boundary under the conditions described below.

If a residential project involves new construction on vacant land, demolition and reconstruction, a Special Use permit, or a public project, then street improvements may be deemed necessary by the City Engineering Division. These improvements may include curb, gutter, sidewalk, and other off-site street improvements.

If a residential project is subject to a discretionary review, the City may condition the construction of other reasonable on- and off-site improvements to serve a residential project. Public and private projects are required to construct off-site improvements (including curb, gutter, sidewalk, and other improvements) consistent with the standards in the City Code when:

- The project is processed as a Special Use permit and is determined by the City Public Works Department that the off-site improvements are necessary for the orderly development of the area;
- A public project, not subject to the Special Use permit process, is determined by the City Public Works Department that the off-site improvements are necessary for the orderly development of the area.
- The required street right-of-way improvements for projects requiring off-site improvements may include:
- Curb and gutter shall be constructed of concrete in a design and specification approved by the City.
- Sidewalks shall be constructed of asphalt and be a minimum of five feet wide, in a design and specification approved by the City. The placement of the sidewalk must be a minimum of three feet from the curb and have a meandering layout. If not enough public land is available, a pedestrian easement over the private land is desirable. As a last resort, the sidewalk shall be placed adjoining the curb.

- Road fixtures shall be limited to the minimum length, height, and bulk necessary to adequately provide for the safety of the user, as determined by the City with input from appropriate State and federal agencies as necessary.
- Color of road fixtures shall be of an earth-tone color of dark shades and have a flat finish. New and replacement guardrails shall not have a shiny and reflective finish.
- Signal poles and their ancillary equipment and sign structures shall be painted "midnight green" or an approved equivalent and installed per City specification.
- Retaining walls and other erosion-control devices shall conform to the BMP Handbook.

Requiring developers to make site improvements increases the cost of housing and impacts the affordability of the homes; however, they are standard for most jurisdictions. Moreover, site improvements are necessary to maintain the quality of life desired by city residents and ensure that public services and facilities are in place at the time of need.

4.6.3.16 Parking Standards

Overview

Since off-street parking often requires large amounts of land, parking requirements are one of the development standards that can most negatively impact the development of housing. Off-street parking requirements increase the cost of development, limiting the funds available for providing housing. Many municipalities have adopted parking standards that exceed the actual parking needs of the population. Table 4-59 summarizes the City's parking requirements associated with residential uses.

TABLE 4-59
PARKING STANDARDS FOR RESIDENTIAL USES
South Lake Tahoe
2026

Residential Use	Parking Requirements
Single-family	1 space for one bedroom or studio; 2 spaces for 2 bedrooms or more
Multifamily	1 space for one bedroom or studio; 2 spaces for 2 bedrooms or more; and 1 guest space per 4 units
Mobile Home Park	2 spaces per unit; or 1 space per unit and 3 guest spaces per 6 units
Multi-person dwelling	1 space per 2 beds and 1 guest parking space for every 10 beds
ADU	1 off-street parking space is required per ADU[1]

Source: City of South Lake Tahoe, 2026, Municipal Code.

[1] Exceptions for ADU parking are as follows: When a garage, carport, or covered parking structure providing required parking for the primary residence or residences is demolished to allow for the construction of an ADU or is converted to an ADU, those parking spaces are not required to be replaced. No off-street parking shall be required for an ADU that meets the criteria set forth in Government Code Section 66322(a).

The City of South Lake Tahoe has developed parking standards with the intent to better align parking requirements with the actual needs of residents. The parking requirement for studio and one-bedroom units has been reduced to one parking space and additional parking reductions can be approved for multifamily projects where the property owner assumed responsibility for parking management (City Code Section

6.85.030.6.c.xiii) to prevent environmental impacts associated with parking in non-paved areas and safety impacts associated with parking long term on public streets during snow removal operations. Deed restrictions placed on properties approved for reduced parking will allow for enforcement of parking management if necessary.

For multifamily properties, the City Code allows a reduction of parking requirements up to 20 percent with the submittal of a justification for the case-by-case reduction of parking requirements and a parking management plan. A deed restriction is placed on properties with the approved parking reductions to ensure property owner responsibility for parking management. All parking reductions granted must consider snow removal conditions, during which vehicles parked on the street are towed, as they interfere with snow-removal activities. Therefore, creating too little parking adversely affects residents, which is why case-by-case analysis of the use is important as to whether reductions should be granted. Design standards do not include requirements to provide a garage.

Conclusions

There is no "actual constraint" related to housing associated with South Lake Tahoe's parking standards. The City's parking standards are similar to those in other jurisdictions and therefore do not represent a development constraint above and beyond that of other local jurisdictions. However, parking standards in most jurisdictions have been arbitrarily established and do not necessarily represent the needs of the people living in the developments. This is especially true for senior and affordable housing developments where occupants are less likely to require more than one parking space.

The cost of land associated with parking, in addition to the costs of construction, paving, and maintenance, drive up the overall cost of development, reducing funds available for the development of affordable housing. The City's efforts to match parking requirements with parking demand should help decrease the cost of housing construction for all income categories, thereby increasing the viability of affordable housing.

4.6.3.17 Streets

Overview

The City's current street standards are contained in the City of South Lake Tahoe Public Improvement and Engineering Standards. The City requires that all public streets within the city shall have a minimum width of 24 feet (12 feet per lane). The City ensures that the design, construction, and maintenance of roads are performed in accordance with the 2025 State of California Department of Transportation Standard Specifications.[21]

Conclusions

The City's street standards are comparable to other jurisdictions and are not an "actual constraint" on the production of housing.

[21] Caltrans, 2025, *California Department of Transportation Standard Plans*, https://dot.ca.gov/-/media/dot-media/programs/design/documents/2025-standard-plans-locked.pdf.

4.6.3.18 Other Improvements

Overview

All projects require off-site improvements if requested by the City Engineer. Required improvements may include curb, gutter, and sidewalk.

Conclusions

In conclusion, on- and off-site improvement requirements for special-use projects are not an "actual constraint" for housing projects, although they can increase project costs. The amenities that required improvements provide for residents typically justify the expense.

4.6.3.19 City Fees and Other Exactions

Overview

Table 4-60 summarizes the City of South Lake Tahoe planning-related fees. The City fee schedule is available on the City website. Fees are the same for single-family or multifamily projects. Building permit fees are based on the valuation of the project. The valuation is determined by the type of construction and square footage based on the building standards publication. The cost is 2 percent of the computed valuation (minimum $263). The City collects a technology fee of $13 per permit and a general plan maintenance fee of $1.15 per $1,000 valuation. In addition to City fees, other public agencies collect fees in South Lake Tahoe, including:

- For permits with valuation over $3,850, a California "Strong Motion Instrumentation Program" fee of $13 per $100,000 of valuation is also collected.
- The State Building Standards Fee is $1 per $25,000 of valuation.
- The Lake Tahoe Unified School District has a developer fee collected on all new residential development of $4.79 per square foot of habitable space.
- STPUD charges $21.75 per sewer unit for single-family dwellings and $21.03 per sewer unit for multifamily residences, with a minimum of three sewer units per single-family dwelling unless a qualifying low-use exception applies.
- STPUD charges residential water capacity fees based on meter size, including $12,617 for a three-quarter-inch connection and $21,028 plus a $56 fire capacity charge for a 1-inch connection. All new residential connections require a $7,500 time-and-material deposit and a 10 percent down payment of capacity fees at plan review, with the remaining balance due prior to service installation.
- TRPA administers $1.71 per square foot for single-family units and $3,787 plus $69 per unit for multifamily development. In addition, TRPA applies a Shoreline Scenic Review Fee and a BMP Fee, based on the project location, and an IT surcharge. TRPA application fees are waived for nonprofits and public agencies proposing affordable housing projects.

The City Code provides nonprofit developers constructing affordable housing with the opportunity to request a waiver of fees for their project. Fees that apply to housing projects are just one type of City fee

that could be waived for a nonprofit. This waiver is granted for nonprofits and public agencies requesting a waiver of permit fees, and it is granted through City Council approval at a hearing. The City finds that the time from application to approval for a fee waiver takes 45 days at most, but this does not impact the project timeline because other permits are typically under City review concurrently. Most recently, the City reduced fees for Sugar Pine Village due to the reduced number of inspections, as the modular units are inspected by HCD.

TABLE 4-60
PLANNING APPLICATION FEE SCHEDULE
South Lake Tahoe
2025

Allocations	
Deposit	$1,000
Residential Permit Processing	$784/Unit
General Permits	
Major General Planning Application (variance, special use permit, major design review, wireless communications facilities, small wireless communications facilities)	$3,219
Minor General Planning Application (minor variance, minor design review, eligible facilities request)	$1,019
Permit Revision and/or Permit Extension	$600
Categorical Exemption	$82
Negative Declaration Review	$4,414
Negative Declaration Preparation	$7,991
EIR/EIS	Cost of consultant + 25%
Other Permits	
Fence Permits	$291
Home Occupation Permit	$146
Minor Sign Review and Approval	$161
Major Sign Review and Approval	$400
Sign Application Revision	$161
Locally Unique Sign Application	$3,219
Major Temporary Activity Permit	$459
Temporary Use Permit	$689
Certificate of Compliance (Subdivision Map Act)	$888
Tentative Subdivision Map	$5850
Condominiumization of Existing Residential Development	$6,016
Vacation Home Rentals	
Vacation Home Rental Application	$548
Vacation Home Rental Permit – Annual Fee (Varies based on number of occupants)	$250 - $1,325
Vacation Home Rental Permit Master Report	$68
Hosted Rental Fees	
Hosted Rental Permit	$288
Hostel Rental Annual Renewal Fee	$288
Planning Documents	
General Plan Amendment / City Code	$8,855
Community Plan / Area Plan / PAS Amendment	$8,855

TABLE 4-60 PLANNING APPLICATION FEE SCHEDULE South Lake Tahoe 2025	
Annexation	
Annexation	Fully burdened hourly staff cost
Other Services	
Zoning Letter	$253
Planning Review of Building Permits	$128
Admin Fee for Cost of Collection on Liens, Nuisance, etc.	25%
Public Notice Label Preparation	$304

Source: City of South Lake Tahoe, 2025, Planning Division Service Fee.

Based on these fee schedules and estimated construction costs for South Lake Tahoe, Table 4-61 presents typical fees and costs for single- and multifamily housing development in the city. When compared to the cost of construction and land, the combined fees levied by the City, TRPA, and other agencies for a single-family unit is 14.8 percent of the estimated development cost and for a multifamily unit is 21.8 percent of the estimated development cost. However, the fees administered by other agencies comprise the majority of these fees. The City fees for a single-family unit are 2.5 percent of the estimated development cost and for a multifamily unit, it is 2.7 percent of the estimated development costs. The City-administered costs do not pose a constraint to residential development in the city.

TABLE 4-61
TOTAL PROCESSING AND IMPACT FEES FOR SINGLE- AND MULTIFAMILY UNITS
South Lake Tahoe

Housing Type	City Fees[3]	Other Agency Fees[4]	Total Fees	Estimated Development Cost per Unit[5]	Estimated Proportion of Fees to Development Costs per Unit
Single-family unit[1]	$10,812	$48,505	$59,317	$400,000	14.8%
Multifamily unit[2]	$8,062	$57,236	$65,298	$262,500	21.8%

Source: City of South Lake Tahoe, 2025.

Notes:

[1] *A single-family unit is assumed to be 2,000 square feet with a 400-square-foot garage and a 200-square-foot deck.*

[2] *A multifamily unit is assumed to be 1,500 square feet with a 400-square-foot garage.*

[3] *Includes a building permit fee, residential permit processing fee, encroachment fee, fire sprinklers fee, and City technology fee.*

[4] *Includes the Lake Tahoe School District impact fee, State Building Standards fee, General Plan Maintenance Fee, TRPA fees (air quality mitigation, water quality mitigation, excess coverage mitigation, refundable security deposit, and application fee), and the South Tahoe Public Utility District.*

[5] *The construction costs are estimated based on ICC Building Valuation Data, February 2025, adjusted 9 percent higher for California (EstimationQS, 2024; NAHB, 2024), yielding $200/sq ft for single-family and $175/sq ft for multifamily.*

Conclusions

City fees are not an "actual constraint" as they are reasonable and customary. In fact, since developers must pay TRPA fees in addition to City fees, the City's planning-related fees are much lower than the fees of other comparable cities in California. Nonprofits and public agencies developing affordable housing projects can request a fee waiver for approval by the City Council, as stated in Section 6.55.090 of the Zoning Code.

4.6.3.20 Senate Bill 330

Overview

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. Housing developments for which a preliminary application is submitted that complies with applicable General Plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application. South Lake Tahoe offers optional pre-application meetings for all development proposals to advise prospective applicants about current City standards and requirements, and to identify issues in an effort to shorten the length of time required to process a development proposal once it has been accepted. Pre-application meetings have helped to shorten the review process and allow for better communication between applicants and City departments. Consistent with SB 330, housing developments for which a preliminary application is submitted that complies with applicable General Plan and zoning standards are subject only to the development standards and fees that were applicable at the time of submittal.

Conclusions

In accordance with State law, the City is subject to its requirements regardless of whether local implementing regulations have been adopted. The City has not yet established a formal preliminary application form and procedure as contemplated by SB 330. To address this procedural gap, the City proposes as a part of Program 2-8 to work with TRPA to develop a preliminary application form and procedure pursuant to SB 330.

4.6.3.21 Senate Bill 35

Overview

SB 35 requires jurisdictions that have failed to meet their RHNA to provide a streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. Currently, the City does not have a process for SB 35. The City processes applications requesting review under SB 35 in compliance with SB 35 and completed updating its Residential Development and Design Standards for compliance with SB 35 in 2021. The City completed the ministerial application review of the Sugar Pine Village project, a 248-unit affordable housing project in compliance with SB 35 in 2021. The City also completed the ministerial application review of the 3900/3908 Lake Tahoe Boulevard affordable housing project for 75 units in compliance with SB 35 in 2025.

Conclusions

The City is subject to the requirements of Government Code Section 65913.4 regardless of whether local implementing regulations have been adopted. While the City has not yet established a formal written policy or procedure for the SB 35 streamlined approval process, Program 2-8 proposes to adopt written procedures and guidance as appropriate to specify the streamlining approval process and standards for eligible projects consistent with Government Code Section 65913.4. The applications will be made available on the City's website for developers interested in pursuing the streamlined process.

4.6.3.22 Development, Maintenance, and Improvement of Housing for Persons with Disabilities

Overview

In accordance with SB 520 (Chapter 671, Statutes of 2001), the City has analyzed the potential and actual governmental constraints on the development of housing for persons with disabilities. South Lake Tahoe has adopted the California Building Code, including Title 24 regulations of the code dealing with accessibility for persons with disabilities. The City has not adopted any additional universal design elements in its building code beyond Title 24 requirements. In addition, neither the City nor TRPA have adopted standards that regulate the spacing or concentration of housing for persons with disabilities.

As discussed earlier in this document, Chapter 30 of TRPA's code includes an opportunity for reasonable accommodation for persons with disabilities. Specifically, development that is required to be compliant with the ADA is exempt from the calculation of land coverage. However, this exemption does not apply to the land coverages associated with parking and other vehicular uses. This accommodation allows for greater ADA accessibility in existing public/commercial facilities and private residences.

In addition, the City's Residential Development and Design Standards grant an exception for carport structure requirements for persons with disabilities. The City and TRPA do not impose any special requirements or prohibitions on the development of housing for disabled persons beyond the requirements of ADA. However, neither TRPA nor the City have a reasonable accommodations process in compliance with State law. Program 4-1 proposes to amend the City Code to add a reasonable accommodation procedure in compliance with State law, and Program 4-1 calls for the City to work with TRPA to bring the TRPA Code of Ordinances into compliance.

The City defines "family" in the Municipal Code as "an individual, or two or more persons related by blood, marriage or adoption, or a group of not more than five persons who are not related by blood, marriage or adoption or a combined group of related and unrelated persons where the number of unrelated persons does not exceed five in number." The definition limits the size of a household unit, perpetuating exclusion for households greater than five persons. In addition, the definition should not distinguish between related and unrelated persons and therefore may serve as a constraint to persons with disabilities. Therefore, Program 4-4 will require the City to update the definition of family to remove potential barriers to subpopulations with special needs.

Conclusions

While the addition of the ADA exemption to the TRPA Code provides some opportunity for reasonable accommodation, the City additionally proposes Program 4-1 to amend the City Zoning Code to specifically allow reasonable accommodation for persons with disabilities in compliance with State law. Such an ordinance will create a codified process for persons with disabilities to request a modification to or exception from zoning and building laws, and permit processing procedures through a standard application and administrative review process. In addition, as part of Program 4-1, the City will work with TRPA to bring the TRPA Code of Ordinances into compliance with State law by including appropriate reasonable accommodation procedures.

4.6.3.23 Buy-Out Programs

Overview

The US Forest Service Lake Tahoe Basin Management Unit and the California Tahoe Conservancy (Conservancy) have legislatively mandated buy-out programs primarily for sensitive lands within the Lake Tahoe Basin, including South Lake Tahoe. Some people believe that these acquisition programs have removed important development potential from the city's land supply. However, both programs stem from a mandate to retire sensitive parcels ineligible for development in the Tahoe Basin and have provided financial relief to people who might otherwise find limited economic value associated with their undevelopable lots.

These buy-out programs have occasionally resulted in the acquisition of lands that would otherwise be capable of development, such as when they were part of a "package" acquisition that included sensitive lands. These are the minority of the total number held by the agencies. In some cases, the Conservancy has indicated a willingness to use non-sensitive properties to meet CP and AP objectives. There may be some parcels owned by Conservancy that would be appropriate for affordable, moderate, or achievable housing.

Conclusions

There is an "actual constraint" associated with the buy-out programs. In some cases, they decrease the supply of developable, non-sensitive parcels, which limits the City's ability to provide housing, and could affect the price of remaining vacant land. However, the Conservancy makes some of their land available for development through their asset lands program as part of the Tahoe Livable Communities (TLC) Program. While the TLC Program is intended to transfer the Conservancy's acquired development rights to Town Centers and to sell, lease, or exchange its asset lands, those rights have not yet reached the public market and remain held by the Conservancy. This increases the supply of land, thereby balancing the price of remaining vacant land in the city.

4.6.3.24 Article 34

Overview

Article 34 of the California Constitution requires voter approval for specified low-rent housing projects that involve certain types of public agency participation. Generally, a project is subject to Article 34 if more than 49 percent of its units will be rented to low-income persons. If a project is subject to Article 34, it will require approval from the local electorate. This can constrain the production of affordable housing, since the process to seek ballot approval for affordable housing projects can be costly and time-consuming, with no guarantee of success.

The provisions of Article 34 allow local jurisdictions to seek voter approval for "general authority" to develop low-income housing without identifying specific projects or sites. If the electorate approves general parameters for certain types of affordable housing development, the local jurisdiction will be able to move more quickly in response to housing opportunities that fall within those parameters.

To reduce barriers to affordable housing production, Section 37001 of the Health and Safety Code, as amended by SB 469 in 2023 and effective January 1, 2024, clarifies that receipt of state affordable housing funding does not, by itself, trigger the voter approval requirement under Article 34. Housing developments receiving loans or grants from HCD, funding through the Affordable Housing and Sustainable Communities

Program, or state low-income housing tax credits are not considered "low-rent housing projects" solely on that basis. Thus far, the City of South Lake Tahoe has not built housing itself, so it has not needed Article 34 authorization. Historically, most affordable housing projects have been built by private developers, who sought financial assistance from the City's Housing Division.

Conclusions

The lack of Article 34 authorization has not served as a constraint on the development of affordable housing.

4.6.4 Potential Non-Governmental Constraints

Non-governmental constraints include factors outside of governmental control, such as land and construction costs, availability of financing, and local public opinions regarding development. Non-governmental constraints are primarily market-driven and generally outside of direct governmental control. By understanding these market forces, however, local governments can try to influence and offset the negative impacts. Rehabilitated or repurposed housing is another alternative to building on vacant land, but it can also be expensive. It is not easy to consolidate residential properties to make a rehabilitation project financially feasible and to create reasonably secure investments for a developer. Rehabilitation of older units can require the relocation of existing residents, loan/grant application processes, and unforeseen construction complications due to the condition of older buildings. These factors, and the limited building season (which leads to labor shortages and increased labor costs), create higher costs for repairing substandard housing than in other California communities.

4.6.4.1 Availability of Financing and Insurance

The average interest rate for a 30-year fixed-rate mortgage was 6.49 percent in May 2026.[22] Overall, financing for single-family and multifamily housing (four units or less) is available in the community. The exceptions have been in cases in which the homes require major repairs, such as lacking permanent foundations, or are located on private, unpaved roads. Since financing for multifamily housing of more than four units is considered commercial, obtaining financing can be more challenging.

Insuring South Lake Tahoe properties, however, is more difficult than obtaining financing. Residents of South Lake Tahoe are likely to pay higher insurance rates since the mountain community is surrounded by national forest. In addition, the CAL FIRE Fire Hazard Severity Zone Map has designated the majority of South Lake Tahoe in the Very High Fire Hazard Severity Zone. The threat of a large conflagration taking out entire neighborhoods makes insurance companies want to reduce their risk of having to pay a large number of claims at one time. This problem is exacerbated by the number of older dwellings with shake roofs. Some property owners have been noticing that their policies will not be renewed unless their roofs are replaced. The City's fire-safe building codes related to existing development includes installation of sprinklers for residential units (including manufactured units) and requirements for smoke detector installation. The City adopted a new Hazardous Vegetation and Defensible Space Ordinance in 2024, effective July 18, 2024, codified in Chapter 5.30 of the Municipal Code, to strengthen wildfire resilience at the parcel level. The ordinance establishes enhanced vegetation management and clearance requirements around structures, driveways, and critical infrastructure, consistent with state fire safety standards. These standards encourage homeowners to maintain a defensible space buffer between structures and surrounding

[22] Calculated with the assumption of a $620,000 home sales price using http://www.zillow.com/mortgage-rates/30-year-fixed/.

vegetation or wildland areas. This space slows or stops wildfire spread, helps protect structures from catching fire, and gives firefighters a space to work in while battling fires. The City will work with property owners to bring their properties into compliance with defensible space protocols. Finally, as in other areas, concern about health effects related to mold is leading to policy cancellations. People believe that their claims related to water damage, while paid, have led to non-renewal of their policy.

For credit-worthy projects, residential construction loan rates are relatively low. However, since interest rates reflect deliberate monetary policy selected by the Federal Reserve Board, it is not possible to forecast what will happen to interest rates during the upcoming Housing Element planning period. With the COVID-19 pandemic spurring the Federal Reserve Board to drop interest rates, it is very likely that future interest rate increases will occur. If interest rates rise, not only will it make new construction more costly (since construction period loans are short-term and bear a higher interest rate than amortized mortgages), but it will also lower the sales price that buyers can afford to pay. In the affordability examples presented earlier in this document, a 7-percent interest rate was used.

4.6.4.2 Development Costs

Development is a costly venture in the Lake Tahoe Basin. CEQA and TRPA environmental analyses, expensive vacant land, and permitting costs are all constraining factors to development in California. In many communities, large, unconstrained sites are available and have relatively low environmental concerns. South Lake Tahoe differs in that few large parcels exist to accommodate significant numbers of housing units. Developers tend to prefer larger, undeveloped parcels because it is more cost-effective to distribute the costs of development over more housing units. Further, the city's geography and location increase the expense of bringing materials into the basin, which contributes to the cost of building or rehabilitating housing. Over the long term, utility, building maintenance, and repair costs are higher than in areas with mild climates.

In February 2026, the average sale price for a three-bedroom, two-bathroom home in South Lake Tahoe was $667,285. Construction costs alone are currently (as of July 2026) $240 to $335 per square foot for entry-level single-family development in the Tahoe Basin, or approximately $430,000 to $603,000 for an 1,800-square-foot home. Small multifamily development costs $220 to $410 per square foot, or approximately $1.32 million to $2.46 million for a 6,000-square-foot building containing roughly four to eight units.[23] in the Tahoe Basin. This cost does not include land cost, fees, and entitlement costs. Construction costs in the Tahoe Basin have remained high, with material prices including steel, aluminum, and lumber continuing to rise.[24] Another significant problem is a chronic labor shortage driven by the high cost of living. Workers simply cannot afford to live where they work, pushing wages up and shrinking the available workforce. As a result, new single-family permits in the El Dorado County portion of the basin have dropped significantly in recent years, making it increasingly difficult for new residential development to pencil out. High construction costs and an ongoing labor shortage remain the biggest obstacles to new housing production in South Lake Tahoe.

[23] Buildora IQ, 2026, July, Construction Cost Estimator for South Lake Tahoe, CA. https://buildoraiq.com/construction-cost-estimator/south-lake-tahoe-ca.

[24] Welsh, Katelyn, 2025, June 6, "How is Construction Looking This Season in the Tahoe Basin?" *Sierra Sun*. https://www.sierrasun.com/news/how-is-construction-looking-this-season-in-the-tahoe-basin/.

4.6.4.3 Environmental Constraints

South Lake Tahoe's ability to grow outward is constrained by the political and environmental boundaries surrounding the city. Because of the city's physical limitations, future housing development will occur almost entirely through infill and redevelopment.

As discussed in Section 4.5, *Resource Inventory*, the sites identified in Appendix A all have development potential based on TRPA's development standards and regulations. None of these sites are further limited by environmental constraints than identified and analyzed in the tables and accompanying narrative.

4.6.4.4 Prevailing Wage

When private development projects receive government subsidies, they are classified as public works projects. Any public works project must pay workers the prevailing wage, or the minimum wage rates payable to construction workers who are employed on public works projects in California. The hourly work rates are published quarterly by the California Department of Industrial Relations (DIR). In general, prevailing wage requirements have caused labor costs to increase anywhere between 5 and 30 percent in urban areas and up to 40 percent in rural areas.

Under State law, prevailing wages must be paid to all workers employed on a public works project when the public works project is more than $1,000. When an awarding body has a labor compliance program, the prevailing wages are not required to be paid for any public works project of $25,000 or less when the project is for construction work, or for any public works project of $15,000 or less when the project is for alteration, demolition, repair, or maintenance work.

4.6.4.5 Developer Trends

With higher profitability in the upper-end ownership market, for-profit builders tend to focus more on luxury housing development rather than on the first-time homebuyer market and the long-term rental market. Many of the newer houses in the city are the product of speculative development geared to out-of-area, upper-income buyers. The availability of remote work remains a significant factor in South Lake Tahoe's housing market, particularly among higher-income buyers seeking properties equipped with home offices, reliable high-speed internet, and adequate space. This demand is most evident in the luxury segment, where median prices in lakeview sectors climbed approximately 4.2 percent between January and October 2025, and sales growth in the $2 million and above market has outpaced lower-tier segments.[25] The housing market has not been responsive to the needs of the city's year-round residents but is driven more by the demand for vacation rentals and second homes. Homes that are more affordable to locals are overwhelmingly older condominiums that need repairs and upgrades, and can include significant HOA fees that increase the monthly cost of housing.[26] Housing development of low- and moderate-income levels in South Lake Tahoe have required ongoing coordination to be effective.

[25] https://ccr-mag.com/how-lake-tahoes-real-estate-market-shapes-2026-development/

[26] https://tahoeprosperity.org/wp-content/uploads/Washoe-Tahoe-Housing-Needs-final-9.30.21-Web.pdf.

4.7 Evaluation

4.7.1 2022 to 2027 Accomplishments

The 2022 to 2027 planning period brought significant progress on affordable housing despite continued challenges related to land costs, TRPA regulatory constraints, and the impact of short-term vacation rentals on the availability of long-term rental housing. The City pursued available State and Federal funding opportunities and made meaningful strides in expanding affordable housing supply, with several significant projects approved or under construction during the planning period. City resources for housing programs expanded, enabling the establishment and continuation of a range of housing assistance, rental support, and landlord engagement initiatives.

4.7.2 Review of Existing Housing Element

Table 4-62 summarizes the City's RHNA for the period from June 2021 through May 2026 and the number of housing units built or approved during that time period. During that time frame, the City constructed or approved 389 units. Of these units, 206 were for lower-income households.

TABLE 4-62
PROGRESS DURING PREVIOUS PLANNING PERIOD
South Lake Tahoe
June 15, 2021 through June 15, 2026

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
2021-2026 RHNA	35	35	50	42	127	289
Units Constructed 2021-2026	18	18	170	6	195	389

Source: City of South Lake Tahoe 2026.

The City worked diligently to address the housing needs of special needs groups. California Government Code Section 65588 requires that local governments review the effectiveness of housing element goals, policies, and related actions to meet the community's special housing needs. Some of the accomplishments are highlighted below:

- The City partnered with Related California and St. Joseph Community Land Trust to develop Sugar Pine Village, a 248-unit affordable housing project serving households at 30–80 percent AMI. Phase 1A (68 units) opened in fall 2024 and Phase 2A (60 units) was completed in Fall 2025. Phase 1B (60 units) opened in summer 2026.
- The City extended a predevelopment loan of $564,073 to Novin Development and $500,000 in Prohousing Incentive Program (PIP) funds for a proposed 75-unit affordable housing project at 3900/3908 Lake Tahoe Boulevard, approved through the Senate Bill (SB) 35 streamlined review process.
- The City partnered with Tahoe Coalition for the Homeless to support three Project Homekey properties, Bear's Den, Red Lodge, and Bird's Nest, totaling 72 units of supportive housing, and

provided approximately $1,791,669 in CDBG and $120,000 in Prohousing Incentive Program (PIP) funds for rehabilitation of these properties.

- In summer 2025, LTCC opened a new 100-bed student dormitory. The City supported this effort by providing 21 multifamily residential units of use at no cost, equivalent to a contribution of approximately $315,000 at market rate.
- The City adopted an Inclusionary Housing Ordinance in December 2024, requiring new residential development, or substantial rehabilitation, to include affordable units on-site or contribute in-lieu fees, with funds restricted for affordable housing development.
- The City established a Rental Assistance Program (RAP) providing interest-free loans for security deposits and grants for application fees to lower-income households. As of January 2026, 48 households comprised of 102 people have been assisted.
- The City continued to operate the Landlord/Tenant Matching Program, later transitioned to the Long-Term Rental Incentive Program (LTR), providing cash incentive grants to property owners who convert vacant or short-term rental units to long-term leases. As of December 2025, 149 people have been housed through this program.
- The City continued its Multifamily Dwelling (MFD) and Single Room Occupancy (SRO) Inspection and Maintenance programs, conducting 193 site visits to multifamily properties and inspecting 1,851 MFD units and 553 SROs in 2025. In December 2024, the City adopted a signage ordinance requiring all Employee Housing (as permitted by HCD) and multifamily properties to post the Housing Issues Hotline number in English and Spanish. The Housing Hotline received 935 calls in 2025.
- The City adopted amendments to the Tourist Core Area Plan (TCAP) and Tahoe Valley Area Plan (TVAP) in December 2024, incorporating housing incentives, mixed-use standards, reduced parking requirements, residential care facility provisions, and employee housing definitions consistent with State law. The City is currently developing the MTAP, with adoption anticipated in fall 2026.
- In March 2025, the El Dorado County Superior Court struck down Measure T in its entirety. The City declined to appeal and enacted a 45-day moratorium, followed by adoption of a new vacation home rental (VHR) ordinance (Ord. 2025-1200), effective July 17, 2025.
- The City continued to meet quarterly with the California Tahoe Conservancy (Conservancy) to discuss land transfers, partnerships, and promotion of Conservancy Asset Lands for affordable and other types of housing development.
- The City launched Quarterly Community Housing Office Hours beginning in 2024, held at rotating times and locations throughout the community to expand public access to housing programs and services.

The following section reviews and evaluates the City's progress in implementing the 2022–2027 Housing Element. It reviews the results and effectiveness of policies, programs, and objectives for the previous Housing Element planning period. Table 4-63 provides an evaluation of the 2022–2027 South Lake Tahoe Housing Element's implementation programs.

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Goal HE-1: New Construction			
Program 1-1 MIXED USE DEVELOPMENT. The City shall continue to create and implement incentives (i.e., alternative parking requirements, streamlined permitting) to encourage production of housing in areas where residential use is appropriate to the setting and where mixed-use projects could address job and housing needs. Incentives have been included in the Tourist Core Area Plan and Tahoe Valley Area Plan as well as for affordable residential development throughout the City. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Make initial website updates by 2023 and review opportunities to create and implement additional incentives annually after that starting in 2024.	In 2022, the City engaged in the planning process to update the Tourist Core Area Plan and the Tahoe Valley Area Plan to implement incentives for encouraging the production of housing such as development rights, land coverage, and sewer units. In December 2024, the City adopted updates to both area plans. The City is currently working on adopting the new Mid-Town Area Plan, with anticipated adoption in late 2026/early 2027. Development Incentive programs including development rights, land coverage, and sewer units were posted on the City's website in 2022 and are updated as necessary. The City already offers development rights (RUUs) at no cost for preferred projects, including multifamily rental units, ADUs, and income-restricted units. Coverage is offered at no cost for housing developments within a Town Center or citywide when units are deed restricted to lower-, very low-, or moderate-income households. South Tahoe Public Utility District (STPUD) continues to offer excess sewer capacity units to affordable housing developments at no cost.	This program has been successful. The City will continue to update area plans and the City website to promote incentives for housing production and will incorporate incentives into the Mid-Town Area Plan upon adoption.	Modify and Continue
Program 1-2 DEVELOPMENT OF SUBSTANDARD/UNDERUTILIZED SITES. The City will provide information on	Throughout the planning period, the City continued to identify commercial substandard and underutilized parcels. The City's online GIS database currently maps	This program is ongoing. The City will continue to maintain information on	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
substandard or underutilized parcels as part of the City's online GIS database. The City will update the database annually. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: By September 2023 and annually after that.	vacant commercial properties throughout the city. The City also identifies substandard buildings through the Multifamily Dwelling and SRO inspection programs and coordinates with the Building Division and Police Department (Community Service Officer Division) to bring properties into compliance.	substandard/underutilized parcels in the online GIS database, and through housing complaints and/or inspections.	
Program 1-3 PARKING BEST PRACTICES. The City shall continue to research best practices for parking standards and continue to allow more flexible parking standards and shared parking for mixed-use and other housing projects. The City's objective Residential Development and Design Standards allow parking requirement reductions for studio and one-bedroom units and multifamily projects that commit to parking management measures. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Ongoing, as projects are processed through the Planning Division.	The City completed best practice research and incorporated standards for flexible parking and shared parking into the Tourist Core and Tahoe Valley Area Plans. The objective Residential Development and Design Standards allow parking reductions for studio and one-bedroom units and multifamily projects that commit to parking management measures. Within area plans, multifamily dwellings are required to have one parking space regardless of the number of bedrooms, a reduction from the standard two-space requirement for units with two or more bedrooms. Guest spaces are not required under area plan standards. The City plans to incorporate these measures into the Mid-Town Area Plan, with adoption anticipated in December 2026 or early 2027.	Reduced parking requirements for residential projects have been incorporated into adopted area plans and the objective design standards. The City will continue to explore parking reductions to encourage housing development.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Program 1-4 USING LOCAL INCENTIVES. The City shall work with affordable, workforce, and other multifamily housing proponents to direct them to Community Plan or Area Plan areas where incentives are in place. The City shall produce an informational handout and maintain a central hub on the City website describing all City-offered incentives. The City will reach out to developers annually to market these incentives. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Create informational handout and website updates by 2023. Conduct outreach to local developers at least annually. Add this program to the City's efforts to work with TRPA by September 2022. See Program 2-8 for timing objectives regarding Basin-wide regulation amendments.	The City continued to participate in TRPA planning processes, including the Tahoe Living: Housing and Community Revitalization Working Group, the TRPA Advisory Planning Commission, and the TRPA Governing Board. The City created an ADU guidebook and published information on housing incentives on the City's website under Development Incentive Programs in 2022. In March 2024, the City Council updated the ADU Ordinance to expand development options consistent with California law and authorized issuance of a Request for Proposals for pre-approved ADU plan designs. The City contracted with Workbench to develop three pre-approved ADU designs available to homeowners at no cost; these plans will be available by September 2026. Under the TRPA Phase 2 Housing Amendments, there is unlimited density for deed-restricted housing in Town Centers and a 25% density bonus for affordable housing.	This program is ongoing and has been successful in promoting housing incentives. The City will continue to market incentives to developers and coordinate with TRPA on density bonus alignment with State law.	Modify and Continue
Program 1-5 CLARIFYING THE DEVELOPMENT PROCESS. The City shall continue to provide information on the City's website to clarify the development process for	The City published several resources on the website and continues to maintain and update them as necessary, including an Apply for a Planning Permit page, a Development Incentive Programs page, and an	This program is ongoing and will be continued.	Delete

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
developers/builders who are looking to construct housing in South Lake Tahoe and are unfamiliar with the process. Responsible Party: Planning Division and Building Division Funding: Staff time, general fund Timeframe: Ongoing, updated as needed.	ADU Guide. An Analysis of Local Funding Sources for Housing Initiatives was completed in January 2023 and presented to elected officials and staff to inform policy on potential local housing funding mechanisms.		
Program 1-6 CLARIFY HOW RESIDENTIAL CARE FACILITIES ARE ALLOWED PER STATE LAW. The City will work with TRPA to amend the City and TRPA zoning regulations to specify that residential care facilities (group homes) of all sizes are allowed by right in all residential districts. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Add this program to the City's efforts to work with TRPA by September 2022. Within the TRPA regulatory framework, make amendments to City regulations by December 2023. Work with TRPA with a goal of	In December 2024, the City updated the Tourist Core and Tahoe Valley Area Plans to allow residential care facilities (group homes) of all sizes by right in all residential districts.	This program has been successfully implemented through area plan amendments. The City will continue to work with TRPA to address residential zones not yet covered by area plans.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
amendments to TRPA regulations by 2025. If not completed, continue to pursue annually.			
Program 1-7 SMALL LOT CONSOLIDATION. The City will continue to encourage lot consolidations to combine small residential lots into larger developable lots and allow administrative processing of lot consolidation. Responsible Party: Planning Division, Housing Division, and Public Works Department Funding: Staff time, general fund Timeframe: Establish program to guide property owners through the lot consolidation process and waive the fee for designated affordable units by September 2023, then implement as applicants come forward. Reach out to local developers annually as part of Program 1-4.	The City continues to allow administrative processing of lot consolidation applications as requests are submitted. The most recent lot consolidation is 3900 and 3908 Lake Tahoe Boulevard, which will become a 75-unit affordable housing project. Development Review Team meetings are available for property owners interested in merging parcels to learn about the process. No targeted outreach to property owners for lot consolidation has occurred, as TRPA regulations limiting subdivisions and the scarcity of adjacent vacant lots make consolidation difficult in practice.	This program has had limited implementation due to TRPA regulatory constraints. The City will continue to process lot consolidation requests administratively and will inform applicants of available incentives.	Modify and Continue
Program 1-8 HOUSING ELEMENT IMPLEMENTATION PROGRESS. The City shall annually conduct a public workshop or public meeting to discuss progress on housing programs and to solicit feedback. Responsible Party: Planning Division and Housing Division	The City submits the Housing Element Annual Progress Report annually by the April 1 state deadline. The report is submitted to the Planning Commission prior to submittal to the California Department of Housing and Community Development (HCD) and the Governor's Office of Land Use and Climate Innovation (LCI). The report tracks permits issued, units built by	This program is ongoing and will be continued.	Delete

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Funding: Staff time, general fund Timeframe: Meet annually as part of the development of the Housing Element Annual Report to HCD.	income category, and the status of each Housing Element program.		
Goal HE-2: Affordable Housing			
Program 2-1 PURSUE STATE AND FEDERAL FUNDS. The City shall continue to seek and pursue grant opportunities for state and federal funds to support the creation of quality, affordable housing options for extremely low-, very low-, low-, and moderate-income households. Responsible Party: Housing Division Funding: Section 202 funds, state and federal tax credits, CDBG funds, CalHome funds, HOME funds, PLHA, AHSC, IIG Timeframe: By September 2023 and every year thereafter.	The City actively pursued State and federal funding to support affordable housing development during the planning period. Sugar Pine Village (248 units, 30-80% AMI) secured a comprehensive financing package including LIHTC, $17.4 million in AHSC funds, $19.6 million in MHP funds, IIG, LGMG, HOME, and PLHA funds. Phase 1A (68 units) opened Fall 2024; Phase 2A (60 units) was completed Summer 2025. The City extended a predevelopment loan of $564,073 to Novin Development for a proposed 75-unit affordable project at 3900 Lake Tahoe Boulevard. Between 2020 and 2025, the City was awarded funds including CDBG CV2/3 ($1,791,669), PIP Round 2 ($620,000), PLHA Formula (multiple years, ~$880,000 total), PLHA Competitive ($15,000,000 total over three awards), AHSC Round 6 ($17,359,470), HOME Program ($6,538,240), and HHAP ($80,000).	This program has been highly successful. The City will continue to pursue State and federal funding opportunities to support affordable housing development.	Modify and Continue
Program 2-2 PARTNERSHIPS FOR WORKFORCE HOUSING. The City shall continue to work with larger employers (e.g.,	The City continued to coordinate with major employers including Barton Hospital, Lake Tahoe Community College, and Lake Tahoe Unified School District	This program is ongoing. The City will continue to partner with employers on	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Barton Hospital, Lake Tahoe Community College, Lake Tahoe Unified School District, and resorts) and other organizations to develop new affordable housing opportunities for employees through public-private partnerships. Responsible Party: Housing Division Funding: Staff time, general fund, housing funding sources identified through Program 2-12 Timeframe: Ongoing and establish model policy to implement pilot program by 2024.	regarding workforce housing needs. The City established a Rental Assistance Program in Summer 2024 providing security deposit and application fee assistance. The City has met with employers about the State Employee Housing Law and directed tenants to the Housing Hotline for substandard housing concerns. The employer pilot program for first-month rent and rental deposit repaid through payroll deduction was not implemented.	workforce housing and continue administration of the Rental Assistance Program.	
Program 2-3 INTER-JURISDICTIONAL COOPERATION FOR HOUSING. The City shall continue to meet with surrounding jurisdictions in the Tahoe Basin, TRPA, and other organizations to discuss housing issues and develop cooperative strategies. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Attend meetings quarterly and report back to City Council on potential actions. Apply	The City continued to participate in regional planning processes, including the Tahoe Living: Housing and Community Revitalization Working Group, the TRPA Advisory Planning Commission, and the TRPA Governing Board. In 2025, the City met with TRPA at least 30 times to discuss housing and development issues. The City also participates in quarterly meetings with Placer County and El Dorado County to discuss housing issues and best practices. Housing staff participate on the El Dorado Opportunity Knocks Continuum of Care (CoC) board.	This program continues to be important regionally and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
for at least one grant per year, consistent with Program 2-1.			
Program 2-4 ANALYSIS OF STATE LANDS. The City shall continue discussing the potential for developing quality workforce and affordable housing on non-environmentally sensitive lands owned by the California Tahoe Conservancy (CTC) and other state and federal agencies. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Assess opportunities for coordination with other state and federal agencies at least annually and meet with CTC quarterly to encourage property ownership exchanges.	The City continued to participate in discussions regarding the development of housing through the coordination with the Tahoe Livable Communities program at the Conservancy. City staff meet with the Tahoe Conservancy on a quarterly basis, and more frequently as needed, to discuss land transfers, partnerships, and promotion of Asset Lands for development.	This program has been successful and will be continued.	Continue
Program 2-5 STUDENT AND FACULTY HOUSING. The City shall continue to provide assistance to the Lake Tahoe Community College (LTCC) to examine the need for, and feasibility of, developing student and faculty housing.	In summer 2025, LTCC opened its new 100-bed student dormitory. The City supported this effort by providing 21 multifamily residential units of use at no cost, equivalent to a contribution of approximately $315,000 at market rate. The City also continued to work with LTCC through the Multifamily Inspection	This program has been successful and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Work together on an ongoing basis; hold meetings at least annually.	Program to ensure compliant housing conditions on properties used to house students.		
Program 2-6 ASSIST NONPROFIT HOUSING DEVELOPERS. The City shall provide technical and financial support (when feasible) to local, regional, and statewide not-for-profit housing sponsors that facilitate the creation of affordable housing. Responsible Party: Housing Division Funding: Staff time, surplus property, housing funding sources identified through Program 2-12 Timeframe: Ongoing, as projects are processed through the Planning Division. Contact developers annually to inform them of City assistance options.	The City partnered with Related California and St. Joseph Community Land Trust for Sugar Pine Village (248 units, 30-80% AMI). Phase 1A (68 units) was completed in fall 2024; Phase 2A (60 units) was completed in fall 2025, and Phase 1B (60 units) was completed in summer 2026. The City provided land for three moderate-income homes developed by St. Joseph Community Land Trust and provided a predevelopment loan and surplus City-owned land for the 75-unit project at 3900/3908 Lake Tahoe Boulevard. The City also executed a Memorandum of Understanding with Tahoe Coalition for the Homeless to support three Homekey properties totaling 72 units of supportive housing and was awarded $1.7 million in CDBG CV 2/3 funds for rehabilitation of Bear's Den (22 units).	This program has been successful and will be continued.	Continue
Program 2-7 HOMEBUYER ASSISTANCE PROGRAM ADMINISTRATION PARTNERING. The City shall initiate	The City issued two Requests for Proposals in March 2022 and Winter 2023 to administer a moderate-income homebuyer program but did not receive	This program has not been successfully implemented due to lack of available	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
solicitation and contracting with other agencies and organizations to assist the City in administering a moderate-income homebuyer program. Responsible Party: Housing Division Funding: PLHA funds, staff time, general fund, housing funding sources identified through Program 2-12 Timeframe: Establish program by September 2023 and ongoing; once program is established, conduct outreach to lower-income communities annually.	responses to either. The City determined that available funding is insufficient to provide meaningful down payment assistance in the current market and shifted funds to programs impacting a greater number of residents. The program will be reassessed when additional funding is identified.	funding. The City will reassess administration of a homebuyer assistance program if additional funding is identified.	
Program 2-8 MITIGATION OF TRPA REGULATIONS. The City shall continue to advocate for changes to TRPA regulations to reduce restrictions on affordable, workforce, and mixed-use housing developments. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Meet with TRPA staff at least annually with a goal of achieving items in accordance with the timeframes defined in the program's actions. Meet with the Housing &	The City continued to participate in TRPA planning processes and sent a letter of support to TRPA in December 2022 to apply for REAP 2.0 Higher Impact Transformation funding. In December 2024, the City adopted amendments to the TVAP and TCAP allowing residential care facilities by right, employee housing definitions, and updated affordable housing standards consistent with TRPA Phase 2 Housing Amendments. The TRPA Code of Ordinances has not yet been amended regarding density bonuses, reasonable accommodations, or affordable multifamily mixed-use projects. The City's ADU Ordinance was submitted to	This program has been partially successful. The City will continue to advocate with TRPA for Code amendments consistent with State housing law, including density bonuses, transitional and supportive housing, and emergency shelter definitions.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Community Revitalization Working Group quarterly and the TRPA Governing Board and Advisory Planning Commission monthly.	HCD in April 2024; no comments were received and the case was closed in October 2024. City Council will consider whether to pursue a Residential Area Plan at the August 11, 2026, meeting.		
Program 2-9 PUBLIC EDUCATION. The City shall continue to provide information about multifamily and affordable housing development, promote ADUs, and publicize programs available to South Lake Tahoe residents. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Ongoing.	In 2022, the City created informational brochures and a display posterboard on housing programs, ADUs, and available incentives for use at community events and presentations. Beginning in 2024, the City's Housing Division launched Quarterly Community Housing Office Hours held at rotating times and locations. The first event, co-hosted with the Family Resource Center, drew more than 50 attendees; subsequent events were held at community venues. City staff regularly present on housing programs and policies to local groups, including the Tahoe Chamber of Commerce, Planning Commission, City Council, and the South Tahoe Association of Realtors.	This program is ongoing and will be continued.	Continue
Program 2-10 MOVABLE TINY HOMES. The City will consider City Code amendments to allow tiny homes on wheels/on a chassis and work with TRPA to provide this type of housing as an option in residential areas. Responsible Party: Planning Division, Building Division, and Housing Division	The City amended the South Lake Tahoe Municipal Code in 2022 to add Section 6.85.060, which added standards and regulations for tiny homes on wheels/on a chassis as an option in residential areas. TRPA issued a new code interpretation allowing tiny homes on wheels.	This program has been successfully implemented and will be deleted.	Delete

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Funding: Staff time, general fund Timeframe: 2022.			
Program 2-11 LOCAL FUNDING SOURCE FEASIBILITY STUDY. The City shall conduct a feasibility study to explore local funding options to support affordable housing projects and programs, and shall analyze thresholds of significance and criteria for a linkage program. Responsible Party: Planning Division and Housing Division Funding: Feasibility Study funded through REAP grant. Linkage program funded through staff time, general fund, and State and federal grants. Complete implementation dependent on successfully obtaining State funds. Timeframe: Complete feasibility study September 2022; adopt linkage ordinance by September 2023	The City contracted a consultant to conduct the feasibility study in spring 2022. The study was completed in January 2023 and presented to the City Council, which provided direction on funding mechanisms to evaluate further, including linkage fees, impact fees, and a potential housing trust fund. Following this analysis, the City Council adopted an Inclusionary Housing Ordinance in December 2024, requiring applicable new development projects to include affordable units or contribute in-lieu fees, with funds restricted for affordable housing development.	This program has been successfully implemented. The City will continue to administer the Inclusionary Housing Ordinance and monitor its effectiveness.	Modify and Continue
Program 2-12 INTER-AGENCY HOUSING PROGRAM COORDINATION. The City shall work with housing providers, managers, and nonprofits to build capacity to administer and monitor affordable housing programs.	The City continued to coordinate housing programs with inter-agency partners. Staff administer long-term monitoring of all affordable housing properties that received City funding. In Fall 2024, City staff hosted an annual meeting for SRO and MFD property owners	This program has been successful and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund, grants. Complete implementation dependent on successfully obtaining State funds. Timeframe: Identify primary management organization or person by 2024. Attend meetings quarterly. Conduct outreach to housing developers annually once sites are identified.	and managers. City staff assisted with lease-up of 128 new units at Sugar Pine Village (Phases 1A and 2A). In 2025, the City provided $40,000 Pay for Success grants each to Vista Rise Collective and Tahoe Coalition for the Homeless. The City holds a board position on the regional CoC and was awarded $80,000 in HHAP funds to administer the Winter Shelter from 2025-2026 in partnership with Tahoe Coalition for the Homeless.		
Program 2-13 STREAMLINE AFFORDABLE HOUSING. The City has updated its zoning regulations to comply with Senate Bill 35 to streamline affordable housing development. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Ongoing.	The City has objective development and design standards in place to support Senate Bill (SB) 35 compliance. Two SB 35 projects have been approved: Sugar Pine Village and the 3900/3908 Lake Tahoe Boulevard Affordable Housing Project.	This program will be deleted as the City has objective development and design standards in place to support SB 35 compliance.	Delete
Program 2-14 TAX CREDIT ALLOCATION MAP PROCESS. The City shall participate in state processes to provide input on the TCAC Opportunity Areas mapping.	This program has not yet been initiated. The City has not yet provided input to the State on TCAC Opportunity Areas mapping.	This program has been deleted and will not be prioritized during the current planning period.	Delete

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Contact the State annually to discuss revisions to TCAC methodology and mapping to align with local characteristics.			
Program 2-15 RENTAL ASSISTANCE PROGRAM. The City shall seek funding to establish a rental assistance program providing financial assistance for initial rental deposits for lower-income households. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund, grants. Complete implementation dependent on successfully obtaining State funds. Timeframe: Pursue program funding by September 2023. If funds are secured and allocated by City Council, establish program by September 2024 and administer on an ongoing basis.	The City established a Rental Assistance Program (RAP) providing interest-free loans for security deposits and application fees paid directly to landlords when lower-income residents relocate to a permanent residence. As of January 2026, 48 households of 102 people have been assisted through this program.	This program has been successfully implemented and will be continued.	Modify and Continue
Goal HE-3: Rehabilitation/Conservation			

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Program 3-1 REHABILITATION LOAN PROGRAM ADMINISTRATION PARTNERING. The City shall develop a housing rehabilitation program to incentivize improved housing conditions, harden homes against wildfire threats, and make energy efficiency upgrades while maintaining affordability. Responsible Party: Housing Division Funding: CDBG, HOME, USDA, FEMA, general fund, housing funding sources identified through Program 2-12. Complete implementation dependent on successfully obtaining State funds. Timeframe: Pursue program funding by September 2023. If funds are secured and allocated by City Council, establish program by September 2024 and administer on an ongoing basis.	In fall 2024, the City applied to the HUD Prohousing grant program to implement a rehabilitation loan program but was not awarded the grant. The City also applied for the Housing grant from HUD in 2024 for $3,000,000 (including $2,000,000 for a rehabilitation loan program) but was not awarded. The rehabilitation loan program has not yet started. The City continues to search for and identify funding sources.	This program has not been implemented due to lack of available funding. The City will continue to pursue funding opportunities to establish a rehabilitation loan program.	Modify and Continue
Program 3-2 MULTIPLE-FAMILY DWELLING AND SINGLE-ROOM OCCUPANCY INSPECTION AND MAINTENANCE PROGRAM. Continue the Multiple-Family Dwelling Inspection and	The City continued its Multifamily Dwelling and SRO Inspection and Maintenance programs throughout the planning period. In 2025, City staff conducted 193 site visits to multifamily properties with 6 or more units and 14 site visits to SRO units. A total of 1,851 MFD units	This program has been successful and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Maintenance Program on multifamily projects of six units or more and SRO units in hotels and motels. Responsible Party: Housing Division and Building Division Funding: Staff time, general fund Timeframe: Ongoing.	and 553 SROs were inspected in 2025. The City also maintained the Housing Issues Hotline to receive habitability complaints. In December 2024, the City adopted a signage ordinance requiring all employee housing and multifamily properties to post the Hotline number in English and Spanish.		
Program 3-3 MOBILE HOME PARKS ORDINANCE. The City shall modify the mobile home parks ordinances to address conversion of mobile home parks to other uses and require mitigation of housing loss associated with conversions and/or demolitions. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: September 2025.	The City has not modified the mobile home park ordinance to address conversion or require mitigation of housing loss. Municipal Code Section 6.55.300 does not currently address conversion or demolition of mobile home parks. This effort is not yet underway.	This program has not been implemented. The City will continue efforts to modify the mobile home park ordinance to address conversion and demolition scenarios.	Modify and Continue
Program 3-4 PRESERVATION AND ACQUISITION OF AT-RISK PROPERTIES. The City shall continue to provide technical and financial assistance to the St. Joseph Community Land Trust and other nonprofit housing	City staff provided approximately $1,791,669 in CDBG funds to Tahoe Coalition for the Homeless (TCH) for rehabilitation of Bear's Den, a 22-unit Project Homekey property. The City also awarded TCH $120,000 in PIP funds for rehabilitation work	This program has been successful and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
organizations to acquire and rehabilitate assisted or substandard properties. Responsible Party: Housing Division Funding: CalHFA Help Program, Multifamily Housing Program, HOME, CalHFA (preservation acquisition financing), HUD mortgage insurance Timeframe: Ongoing communication with owners, service providers, and eligible potential purchasers. Track through the Annual Report to HCD.	across all three Project Homekey properties (Bear's Den, Red Lodge, and Bird's Nest). On January 28, 2025, the City adopted a Local Tenant Preference Policy, which prioritizes current and former South Lake Tahoe residents and local employees working 20 or more hours per week on waitlists for City-sponsored affordable housing. No units are at risk of converting to market rate in the next 10 years.		
Program 3-5 PRESERVATION OF HOUSING CONDITIONS. Continue to enforce City building, fire, health, and zoning codes and provide information on rehabilitation assistance programs to eligible households found in violation of City codes. Responsible Party: Planning Division and Building Division Funding: Staff time, general fund. Complete implementation dependent on successfully obtaining State funds.	The City continues to enforce zoning requirements through building permits, planning permits, code violation response, the multifamily inspection program, and SRO programs. The City operates a bilingual Housing Issues Hotline to receive complaints. In December 2024, the City adopted an ordinance requiring all employee housing facilities and multifamily residential properties to post the Hotline number in English and Spanish. The City advertises rehabilitation assistance programs through the Housing Division webpage, community meetings, and printed materials at City facilities. In 2025, 38 substandard housing complaints were received.	This program is ongoing and will be continued.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Timeframe: Ongoing. Outreach to eligible households in lower resource parts of the City found in violation of City codes by end of 2022.			
Program 3-6 REPLACEMENT OF LOST UNITS FROM RESIDENTIAL DEMOLITIONS. The City will require replacement housing units on sites identified in the sites inventory when any new development occurs on a site occupied by or restricted for lower-income households within the previous five years. Responsible Party: Planning Division Funding: General fund Timeframe: Ongoing; replacement requirement implemented immediately and applied as applications on identified sites are received and processed.	During the 6th cycle planning period, no demolitions of lower-income housing units occurred on sites identified in the City's Housing Sites Inventory.	This program is ongoing and will be continued.	Continue
Program 3-7 MONITORING IMPACTS OF VACATION HOME RENTALS ON LONG-TERM RENTAL SUPPLY. The City shall continue enforcement of Measure T regulations and monitor the effects of limiting vacation home	The City continued to monitor and enforce Measure T and provided a report to City Council at the end of 2023. In 2024, the City contracted with the Tahoe Prosperity Center to conduct monitoring and reporting on the effects of Measure T on housing availability. In March 2025, the El Dorado County Superior Court struck down Measure T in its entirety. The City	This program has been partially implemented. The City will continue to monitor the effects of the new vacation home rental ordinance on long-term	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
rentals during the course of the Housing Element planning period. Responsible Party: Planning Division Funding: General fund Timeframe: Monitor impacts resulting from vacation home rental moratorium and summarize in report to City Council by end of 2023.	declined to appeal in April 2025 and enacted a 45-day moratorium. A new vacation home rental ordinance (Ord. 2025-1200) took effect July 17, 2025. The 2024 monitoring report to City Council was not completed.	rental housing availability.	
Program 3-8 MULTI-FAMILY ACQUISITION AND REHABILITATION PROGRAM. The City will partner with organizations, employers, and nonprofits to establish a multi-family acquisition and rehabilitation program to increase quality of housing for low-income residents and ensure long-term affordability. Responsible Party: Planning Division Funding: General fund, staff time, housing funding sources identified through Program 2-12. Complete implementation dependent on successfully obtaining State funds. Timeframe: Establish program by September 2024. Ongoing communication with organizations, employers, and service providers	In fall 2024, the City applied to the HUD Prohousing grant program to implement a rehabilitation loan program funding rehabilitation of existing multifamily units serving low-income residents with an affordability covenant requirement. The City was not awarded the grant. This program has not yet started.	This program has not been implemented due to lack of funding. The City will continue to seek funding to establish a multifamily acquisition and rehabilitation program.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
at least once per year. If not established by September 2024, continue to pursue annually.			
Program 3-9 LANDLORD/TENANT MATCHING PROGRAM. Continue the program to incentivize long-term rental of second homes and spare rooms to promote the availability of low- and moderate-income rental housing. Responsible Party: Housing Division Funding: Staff time, general fund Timeframe: Ongoing. Marketing conducted by end of 2022.	The City's Landlord/Tenant Matching Program provides cash incentive grants to property owners who convert vacant or short-term rental units into long-term leases for local workers. Grants range from $2,000 per qualifying tenant for a 6-month lease to $4,500 per tenant for a 12-month lease. The program launched in Winter 2021-2022, administered through Placemate (formerly Landing Locals). The City received additional funding in 2022 and 2024. As of September 12, 2025, the City began running the program internally as the Long-Term Rental Incentive Program (LTR). As of December 31, 2025, 149 people have been housed through this program.	This program has been successful and will be continued.	Modify and Continue
Program 3-10 MOBILE HOME PARK PRESERVATION. The City shall promote the longevity and quality of life at existing and new mobile home parks by codifying regulations for conversions, evaluating TRPA restrictions, and conducting an inventory. Responsible Party: Housing Division Funding: Staff time, general fund	Municipal Code Section 6.55.300 does not currently address conversion or demolition of mobile home parks. The City has not yet codified regulations for mobile home park conversions, conducted a park inventory, or completed other actions identified in this program. This program has not yet started.	This program has not been implemented. The City will prioritize these actions during the next planning period.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Timeframe: Ongoing; conduct inventory by 2024.			
Goal HE-4: Special Needs Housing			
Program 4-1 REASONABLE ACCOMMODATION AND LAND COVERAGE. The City shall complete the process of reviewing and amending its Code to provide reasonable accommodation in rules, policies, practices, and procedures for individuals with disabilities, in coordination with TRPA. Responsible Party: Building Division and Planning Division Funding: Staff time, general fund Timeframe: Adopt reasonable accommodation ordinance and create public information brochure by September 2023. Add to TRPA workplan by September 2022.	In 2022, the City provided correspondence to TRPA outlining Housing Element priorities for regional regulatory amendments, including amendments to TRPA's coverage standards to support accessible housing development. TRPA amended its Code of Ordinances to update Section 30.4.2 to allow receiving parcels with existing development to transfer land coverage to accommodate new affordable housing development. City Municipal Code Section 6.85.030 provides the existing ministerial procedure for granting carport structure exceptions for persons with disabilities. A comprehensive reasonable accommodation procedure review of the Municipal Code has not been completed. Current land coverage exceptions for ADA improvements do not apply to single-family dwellings or multiple-family dwellings with three or fewer units.	This program has been partially implemented. The City will continue to work with TRPA to incorporate reasonable accommodation standards within the framework of the Regional Plan.	Modify and Continue
Program 4-2 EMPLOYEE HOUSING ACT COMPLIANCE. The City will continue working with TRPA to amend zoning regulations to treat employee housing that serves six or fewer persons as a single-family structure and	During the planning period, the City worked with TRPA to update its area plans and zoning to comply with the State Employee Housing Act. In 2024, the City amended the Zoning Code, Tahoe Valley Area Plan, and Tourist Core Area Plan to treat employee housing	This program has been successfully implemented and will be deleted.	Delete

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
permitted in the same manner as other single-family structures. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Within the TRPA regulatory framework, make amendments to City regulations by 2023. Add to City's workplan to coordinate with TRPA by September 2022.	that serves six or fewer persons as a single-family structure. The City Council also adopted an ordinance requiring employers to post signage in employee housing facilities directing tenants to the City's Housing Issues Hotline.		
Program 4-3 SPECIAL NEEDS HOUSING. Continue to work with housing providers to ensure that special housing needs are addressed for seniors, large families, persons with disabilities, those with extremely low incomes, and homeless individuals and families. Responsible Party: Planning Division and Housing Division Funding: Staff time, general fund Timeframe: Annually for discussions with surrounding jurisdictions and outreach with affordable housing developers and service providers, and ongoing.	The City provided $490,000 in CDBG funds and an additional $1,200,000 in CDBG funds for rehabilitation of Bear's Den, a 22-unit Project Homekey property operated by Tahoe Coalition for the Homeless. TCH's two other Homekey properties, Red Lodge and Bird's Nest, are operational. A City staff member was elected to the El Dorado County Continuum of Care Board, enhancing the City's regional homelessness coordination. The City met with the Alta California Regional Center in April 2026 to discuss potential partnerships and opportunities for their clients.	This program has been successful and will be continued.	Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Program 4-4 CHILDCARE AND INTERGENERATIONAL FACILITIES. Consider establishing a program to address affordable housing developments that include on-site childcare and to promote intergenerational facilities. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Study program by early 2026; determine whether program will be established and initiate by end of 2026.	In 2022, the City supported the development of Sugar Pine Village, which includes a community building designed to provide affordable childcare pending dedicated funding. Phase 1A (68 units) opened in October 2024. A formal program to promote on-site childcare in affordable projects or intergenerational facilities is pending funding.	This program has been partially implemented through Sugar Pine Village. The City will continue to explore opportunities to promote on-site childcare and intergenerational facilities in future affordable housing developments.	Modify and Continue
Program 4-5 DEFINITION OF FAMILY. Update the definition of "family" in the City's zoning regulations to be compliant with State law. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Complete by September 2023.	The City amended the Zoning Code to update the definition of "family" to be compliant with State law through amendments to the Tahoe Valley Area Plan and the Tourist Core Area Plan, adopted by City Council on December 18, 2024.	This program has not been completed and will be continued.	Continue
Goal HE-5: Equal Opportunity Housing & Discrimination Prevention			
Program 5-1 FAIR HOUSING. To comply with AB 686, the City will implement affirmatively furthering fair housing strategies, including	The City implemented multiple fair housing strategies, including: operation of the bilingual Housing Issues Hotline throughout the planning period; adoption of a	This program is ongoing and will be continued. The City will continue to	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
place-based revitalization, housing mobility, expanding affordable housing in high opportunity areas, and reducing displacement risk. Responsible Party: Planning Division, Housing Division, and Public Works Department Funding: Staff time, general fund Timeframe: Refer to each strategy in the Affirmatively Furthering Fair Housing (AFFH) program for specific timeframes.	signage ordinance in December 2024 requiring all employee housing and multifamily properties to post the Hotline number in English and Spanish; regular coordination with stakeholder groups including the Lake Tahoe Collaborative; bilingual (Spanish/English) housing services and materials available online and at City facilities; Section 8/Housing Choice Voucher outreach mailers to landlords and property managers; inclusion of infrastructure improvement projects in the CIP prioritizing areas with lower-income housing; and maintenance of the City's Housing website with information on disaster displacement risk reduction programs. The Housing Hotline received 935 calls in 2025. City Staff are in continuous communication with the Lake Tahoe Unified School District (LTUSD) McKinney Vento liaison, and the City Manager meets with the LTUSD Superintendent to discuss access to housing for school staff.	implement and expand affirmatively furthering fair housing strategies.	
Program 5-2 TRANSIT ACCESSIBILITY. Meet with the Tahoe Transportation District by December 2022, and biannually thereafter, to assess unmet transit needs and provide technical assistance in applying for funding for expansions.	The City continues to meet annually with the Tahoe Transportation District to discuss transit service needs. The City holds board positions on both the Tahoe Transportation District and the South Shore Transportation Management Association (SSTMA), with at least 19 meetings in 2025. The City implemented an on-demand micro-transit service	This program is ongoing and will be continued.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Responsible Party: Planning Division, Housing Division, and Public Works Department Funding: Staff time, general fund Timeframe: Meet with the transportation district by December 2022 and biannually thereafter. Identify funding sources annually.	launched in July 2022 to address mobility gaps for residents without vehicles.		
Goal HE-6: Energy Conservation Opportunities			
Program 6-1 GREEN BUILDING INCENTIVE PROGRAM. The City shall continue to implement its green building incentive program that rewards developers for building green projects and evaluate opportunities to provide additional incentives. Responsible Party: Planning Division and Building Division Funding: Staff time, general fund Timeframe: Ongoing.	The City's Green Building Incentive Program has been active since 2022. The program was updated through the Tahoe Valley Area Plan and Tourist Core Area Plan amendments adopted on December 18, 2024, incorporating enhanced green building standards aligned with TRPA Phase 2 Housing Amendment requirements. The program is currently being incorporated into the Mid-Town Area Plan. No developers or projects have utilized the Green Building Incentive Program to date.	This program is ongoing and will be continued as area plans are updated.	Continue
Program 6-2 ENERGY REGULATIONS. The City shall continue to require compliance with state energy conservation requirements and explore potential Reach codes that exceed state requirements for new construction.	The City has required all building permit applicants to demonstrate compliance with California's Title 24 energy conservation standards at plan submittal. In 2022, the City hired a consultant to develop a Reach Code. Stakeholder meetings were held in 2023 and City Council direction was sought in August 2023. The City	This program has been partially implemented. The City will continue to enforce Title 24 energy conservation standards and implement applicable	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Responsible Party: Planning and Building Divisions Funding: Permit fees, staff time, general fund Timeframe: Adopt Reach code by September 2023; other activities ongoing.	is no longer pursuing a Reach Code, as newly adopted state building codes exceed the previously contemplated Reach Code standards. The City's Sustainability Coordinator is leading a solar energy modernization project for City-operated facilities. Sugar Pine Village received AHSC funding supporting energy-efficient affordable housing construction.	Climate Action Plan strategies.	
Program 6-3 ENERGY CONSERVATION ASSISTANCE FOR LOW-INCOME HOUSEHOLDS. The City shall consider including weatherization and energy conservation as eligible activities should housing rehabilitation efforts resume. Responsible Party: Planning and Building Divisions Funding: Staff time, general fund Timeframe: Ongoing.	The City has documented energy conservation as the second-priority eligible activity within its Housing Rehabilitation Program, covering insulation, window and door replacement, weather-stripping, and replacement of inefficient appliances and heating systems. Funding is provided through low-interest loans (0-3%) to income-eligible homeowners at or below 80% AMI. However, this program has not yet started pending identification of funding.	This program has not been implemented. The City will continue to include energy conservation as an eligible activity in its housing rehabilitation program once funding is secured.	Modify and Continue
Program 6-4 ENERGY CONSERVATION. The City will provide information and refer eligible property owners to other programs offered by Liberty Utilities and nonprofit organizations. Responsible Party: Planning and Building Divisions	The City updated its Housing website in 2022 to include information on energy assistance programs offered by Liberty Utilities, including CARE (discounted utility rates for income-qualifying households), Medical Baseline Allowance, and REACH (annual energy bill payment assistance). The City continues to refer eligible residents to these	This program is ongoing and will be continued.	Modify and Continue

TABLE 4-63
EVALUATION OF 2022-2027 SOUTH LAKE TAHOE HOUSING ELEMENT PROGRAMS

Implementation Program Summary	Accomplishments	Evaluation	Continue/ Modify/ Delete
Funding: Staff time, general fund Timeframe: Ongoing.	programs and maintain program information at City Hall and on its website.		
Goal HE-7: Neighborhood Preservation			
Program 7-1 MAINTAINING NEIGHBORHOOD CHARACTER. The City shall work with project proponents and community special interest groups to integrate affordable and workforce housing into existing neighborhoods while maintaining the character and environmental quality of the surrounding area. Responsible Party: Planning Division Funding: Staff time, general fund Timeframe: Meet with TRPA at least twice per year and ongoing.	The City promoted the Landlord/Tenant Matching Program (later the Long-Term Rental Incentive Program) and ADU development as neighborhood-scale housing strategies throughout the planning period. The City supported Sugar Pine Village (248 units, Phase 1A opened October 2024), a 100% affordable, all-electric modular development serving households at 30-80% AMI. The City actively participated in the TRPA Tahoe Living Working Group throughout the planning period. In December 2024, the City adopted an Inclusionary Housing Ordinance requiring new residential development exceeding 2,000 square feet to include on-site affordable units or pay an in-lieu fee.	This program has been successful and will be continued.	Continue

4.8 Housing Goals, Policies and Programs

Under California law, the housing element must include the community's goals, policies, quantified objectives, and housing programs for the maintenance, improvement, and development of housing.

This Housing Element includes seven goal statements. Under each goal statement, the element sets out policies that amplify each goal statement. Implementation programs are listed at the end of the corresponding group of policies and briefly describe the proposed action; the City of South Lake Tahoe (City) departments has primary responsibility for carrying out the program, the funding source, the time frame for accomplishing the program, and for some programs, the quantified housing objectives associated with that program.

The following definitions describe the nature of the statements of goals, policies, implementation programs, and quantified objectives as they are used in the Housing Element Policy Document:

Goal: Ultimate purpose of an effort stated in a way that is general in nature and immeasurable.

Policy: Specific statement guiding action and implying clear commitment.

Implementation Program: An action, procedure, program, or technique that carries out a policy. Specifies primary responsibility for carrying out the action and an estimated time frame for its accomplishment. The time frame indicates the fiscal year in which the activity is scheduled to be completed. These time frames are general guidelines and may be adjusted based on City staffing and budgetary considerations.

Quantified Objective: The number of housing units that the City expects to be constructed, conserved, or rehabilitated, or the number of households the City expects will be assisted through Housing Element programs based on general market conditions during the time frame of the Housing Element.

Housing element law recognizes that in developing housing policy and programs, identified housing needs may exceed available resources and the community's ability to satisfy these needs. The quantified objectives of the housing element, therefore, need not be identical to the identified housing need, but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved, or households assisted over an eight-year time frame.

The following list shows the definition of housing income limits as they are applied to housing units in South Lake Tahoe:

- **Acutely Low-Income Housing:** Affordable to households whose combined income is equal to or less than 15 percent of the median income for El Dorado County.
- **Extremely Low-Income Housing:** Affordable to households whose combined income is between 16 percent and 30 percent of the El Dorado County median income.
- **Very-Low-Income Housing**: Affordable to households whose combined income is between 31 percent and 50 percent of the El Dorado County median income.

- **Low-Income Housing**: Affordable to a household whose combined income is between 51 percent and 80 percent of the El Dorado County median income.
- **Moderate-Income Housing**: Affordable to a household whose combined income is between 81 percent and 120 percent of the El Dorado County median income.
- **Above-Moderate-Income Housing:** Affordable to a household whose combined income is above 120 percent of the El Dorado County median income.
- **Workforce Housing:** For South Lake Tahoe, workforce housing is intended to meet the needs of working family households earning between 60 and 180 percent of the El Dorado County median-household income.

4.8.1 New Construction

New construction in South Lake Tahoe is limited by the Tahoe Regional Planning Agency's (TRPA's) residential allocation system, which regulates the number of new housing units that can be within the Tahoe Basin. However, single-family and multifamily housing that is deed-restricted for affordable, moderate-, or achievable-income households may obtain "bonus units" to substitute for their needed development rights and are exempt from the need for an allocation. In the 2025 and 2026 distribution cycle, the City received 66 residential allocations (33 allocations per year) for distribution within the city limits. Consistent with the City's adopted Residential Allocation Procedures, one-third of the allocations are reserved for multifamily development, whereas 2/3 are reserved for single-family development. The City strives to find environmentally appropriate solutions to its housing problems.

Goal HE-1	Increase housing opportunities for South Lake Tahoe residents of all economic levels.

POLICIES

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 residents of all economic levels.

Policy 1-2 The City shall work with TRPA to expeditiously process residential development proposals that conform to the City's Housing Element policies.

Policy 1-3 The City shall work with the California Department of Housing and Community Development, the California Legislature, and through other appropriate legal means to remove unreasonable barriers to the implementation of the goals, policies, and programs of the City's Housing Element and to maintain consistency with state law.

Policy 1-4 The City shall encourage the consolidation of parcels to facilitate more effective multifamily residential development.

Policy 1-5 The City shall encourage development that reuses infrastructure associated with existing underutilized sites to help developers benefit from legally nonconforming excess land coverage, existing sewer units, air quality mitigation fee reductions, and other benefits associated with the redevelopment of existing lots.

Policy 1-6 The City shall encourage the production of housing as part of mixed-use projects in commercial nodes, in Town Centers, in Regional Centers, and in any other high-density residential or mixed-use areas.

Policy 1-7 The City shall direct high-density residential development to sites within walking distance of public transit and services. The City shall consider minimum-density requirements in these areas.

Policy 1-8 The City shall support the establishment of Pedestrian and Transit-Oriented Development districts in which developers of mixed-use and high-density residential developments shall receive incentives (i.e., increased density, height, commercial floor area, residential allocations, and the ability to subdivide into condominiums).

Policy 1-9 The City shall actively seek opportunities to obtain federal, state, and local funding for affordable housing and community development and implementation of General Plan policies and programs to support housing affordability, community development and safety.

PROGRAMS

PROGRAM 1-1 MIXED-USE DEVELOPMENT

The City shall continue to create and implement incentives (e.g., alternative parking requirements, streamlined permitting) to encourage production of housing on commercial properties or in areas where residential use is appropriate to the setting and where mixed-use projects could address job and housing needs. Incentives will continue to be considered for the Tourist Core Area Plan, Tahoe Valley Area Plan, and Mid-Town Area Plan, as well as for affordable and moderate-income residential development throughout the City.

Consistent with the Tahoe Valley Area Plan's Goal H-1 (promoting the construction of a variety of high-quality housing types for all income levels), the City will continue to offer the plan's land coverage, density, height, and banked-coverage incentives (Policy H-1.2) for qualifying residential and mixed-use projects, and will continue to direct higher-density residential development to areas within walking distance of the Tahoe Valley Town Center and transit (Policy H-1.5).

Consistent with the Mid-Town Area Plan's Housing Goal 1 (promoting high-quality housing options for residents of all income levels) and Housing Goal 2 (encouraging mixed-use developments with vertical or horizontal residential components), the City will continue to offer development rights, coverage, and Town Center incentives for qualifying mixed-use and residential projects within the Mid-Town Area Plan.

The City provides information regarding the incentives at City Development Services offices and on the City's website.

Responsible Party:	Planning Division
Funding:	Staff time, general fund
Time Frame:	Provide incentives as qualifying projects are processed through the Planning Department. Promote incentives on the City's website and make updates by 2028 and review opportunities to create and implement additional incentives annually after that starting in 2029.
Quantified Objective (units):	Encourage the construction of 50 units in Town Centers to facilitate housing mobility opportunities.

PROGRAM 1-2 DEVELOPMENT OF SUBSTANDARD/UNDERUTILIZED SITES

The City will provide information on substandard or underutilized parcels as part of the City's online geographic information system (GIS) database and update the database annually.

Responsible Party:	Planning Division
Funding	Staff time, general fund
Time Frame:	By June 2027 and annually each June thereafter the City will update the GIS database to incorporate information on substandard or underutilized parcels.
Quantified Objective (units):	Support rehabilitation efforts for at least four substandard or underutilized parcels to encourage place-based revitalization, particularly in low resource areas.

PROGRAM 1-3 PARKING BEST PRACTICES

The City shall continue to research best practices for parking standards and continue to allow more flexible parking standards and shared parking for mixed-use and other housing projects. The City's Objective Residential Development and Design Standards allow parking requirement reductions for studio and one-bedroom units and multifamily projects that commit to parking management measures. The City will continue to strive to balance requests for parking requirement reductions to encourage housing development with environmental and safety impacts associated with a lack of sufficient parking. Additional updates to parking standards could include one or more of the following practices:

- Encouraging housing developers to unbundle parking and rent parking spaces separately from the units.

- Allowing housing developers to pay an in-lieu fee to support public transportation access to the project site in place of some of the parking requirements.

Responsible Party:	Planning Division
Funding	Staff time, general fund
Time Frame:	Ongoing, as projects are processed through the Planning Division

PROGRAM 1-4 USING LOCAL INCENTIVES

The City shall work with multifamily housing proponents to direct them to Community Plan or Area Plan areas where incentives are already in place to allow for the additional coverage that could enable achievement of the densities necessary to make a project "pencil out." Increased densities would allow for a larger stock of housing to prevent displacement risk for residents. The City will also seek opportunities to incentivize the construction of new housing to serve large renter households.

The City will continue to maintain the central hub on the City website that describes all of the City-offered incentives for multifamily and affordable housing for acutely low-, extremely low-, very low-, and low-income households, including bonus units, land coverage within Community Plans, and/or density bonuses in addition to incentives and options offered by TRPA. The City's ADU guidebook will remain posted and updated as State law is amended. The City will reach out to developers annually to market these incentives.

In addition, the City will continue to work with TRPA and other Tahoe Basin agencies as part of Program 2-8 toward amending Basin-wide regulations to allow the City to offer density bonuses and other allowances consistent with the state density bonus law (Government Code Section 65915, et seq.). This will be added to the City's workplan to coordinate with TRPA. The City shall use its representation as a voting member on the TRPA Governing Board and the TRPA Advisory Planning Commission and its participation in specific working group efforts such as the Tahoe Living: Housing & Community Revitalization Working Group to advance these changes to TRPA regulations.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	Update and maintain website hub annually each June. Conduct outreach to local developers at least annually and continue coordination with TRPA.
Quantified Objective (units):	Incentivize the development of 20 lower-income units (including five units with five or more bedrooms) to reduce displacement risk; targeting development in the area east of Ski Run Boulevard.

PROGRAM 1-5 CLARIFY HOW RESIDENTIAL-CARE FACILITIES ARE ALLOWED UNDER STATE LAW

The City will work with TRPA to amend the City and TRPA zoning regulations to specify that residential care facilities (group homes) of all sizes are allowed by right in all residential districts when TRPA and the City develop the Residential Area Plan.

Responsible Party:	Planning Division
Funding:	Staff time, general fund
Time Frame:	The City will make amendments to City and TRPA regulations by December 2028. If this action is not completed in the assigned timeline, the City will continue to pursue this action annually in each subsequent year. See Program 2-8 for timing objectives regarding regulation amendments.

PROGRAM 1-6 SMALL LOT CONSOLIDATION

To ensure that there is a sufficient supply of multifamily zoned land to meet the City's Regional Housing Needs Allocation (RHNA), the City will continue to encourage and facilitate lot consolidations to combine small residential lots (lots 0.5 acre or smaller) into larger developable lots. The City will continue the following actions to accomplish this:

- Facilitate and approve lot consolidation when contiguous smaller, underutilized parcels are to be redeveloped, including continuing to allow administrative processing of lot consolidation.
- Provide technical assistance to property owners of adjacent parcels to facilitate coordinated redevelopment where appropriate, including continuing to discuss consolidation opportunities with property owners of adjacent parcels identified in Appendix A.
- Proactively reach out to local developers as part of Program 1-4, meeting with local developers to discuss development opportunities and advertise incentives for lot consolidation to accommodate affordable housing units and making applicants aware of these opportunities at the planning counter.
- Provide information on the City's website about development opportunities and incentives for lot consolidation to accommodate housing units.
- Continue to assist property owners in identifying and applying for financial resources for projects that incorporate affordable units.

Responsible Party:	Planning Division, Housing Division and Public Works Department
Funding:	Staff time, general fund

Time Frame:	Identify and document available incentives by mid-2027; offer incentives on an ongoing basis as projects are processed through the Planning Division. Meet with local developers annually as part of Program 1-4.
Quantified Objective (units):	Encourage lot consolidation to support the development of 50 housing units to facilitate housing mobility, prioritizing lots near Town Centers.

4.8.2 Affordable Housing

There is a general disparity between wages and the cost of housing in South Lake Tahoe. Many of the City's year-round residents who live and work in the City find it difficult to afford housing. While the City's year-round population is growing slowly, the City continues to be a popular resort destination and tourist-based employment continues to expand. Low-wage service industry jobs create a need for affordable[27] low-income housing. Middle-income residents also experience difficulty affording safe and decent housing.

The shortage of affordable housing is a continued issue facing many communities in California and throughout the nation, especially resort communities with high-end real estate and low-paying jobs. There is no single best strategy for providing affordable housing in resort locations. Cities can address the problem with a mix of incentives and restrictions. Unlike other communities, South Lake Tahoe's ability to provide incentives for housing, such as additional height and land coverage, and reduction of TRPA mitigation fees, is limited by TRPA regulations as described in Section 4.6, Potential Housing Constraints of this Housing Element. The City and TRPA have addressed some of these issues through changes to TRPA regulations for certain housing types like accessory dwelling units (ADUs) and increases in ways development commodities can be received, in particular for affordable projects. One example of the City's partnership with TRPA and the State of California is demonstrated through the development of Sugar Pine Village, a 248-unit affordable housing project, which shows that affordable housing was completed despite the additional TRPA requirements. The City will continue to address the affordable housing shortage through the creative use of funds, development of new partnerships with both the public and private sectors, and by working with TRPA on recommendations for changes to TRPA housing regulations and policies.

[27] Under state and federal statutes, "affordable housing" is defined as housing that costs no more than 30 percent of gross household income. The California Department of Housing and Community Development's (HCD) definition of affordable housing applies to housing for moderate-income households and below. TRPA's definition of "affordable housing" includes the state and federal definition but refers exclusively to deed-restricted housing for lower-income households (income not in excess of 80 percent of the County's median income) and very low-income households (income not in excess of 50 percent of the county's median income). In general, this section uses HCD's definition of "affordable housing;" however, when discussing TRPA-related programs, "affordable housing" is based on TRPA's definition.

Goal HE-2	Encourage construction and maintenance of workforce housing in South Lake Tahoe.

POLICIES

Policy 2-1 The City shall ensure a stable community by helping tenants become homeowners and by preserving the ability for residents to afford housing in the community where they grew up.

Policy 2-2 The City shall enable opportunities for deed-restricted affordable and moderate housing ownership to ensure long-term affordability.

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 2-4 The City shall inform and educate the public regarding the myths and realities of multifamily housing and affordable housing.

Policy 2-5 The City recognizes 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 or rent housing in the city.

Policy 2-6 The City shall encourage employers with a large seasonal workforce located in or near South Lake Tahoe to develop or acquire employee housing for their workers.

Policy 2-7 The City shall support the efforts of the Lake Tahoe Community College in planning for and developing affordable student, faculty, and employee housing on campus.

Policy 2-8 The City shall strive to provide housing opportunities that are affordable for workers earning between 60 and 180 percent of the area median income. The City recognizes that police and fire personnel, schoolteachers, nurses, and other public service employees are an essential component of the local workforce.

Policy 2-9 The City shall ensure that deed restrictions placed on affordable housing are monitored and enforced.

PROGRAMS

PROGRAM 2-1 PURSUE STATE AND FEDERAL FUNDS

To support the creation of quality, housing options for acutely low-, extremely low-, very-low-, low-, and moderate-income households, the City shall continue to seek and pursue grant opportunities for state and federal funds, when appropriate and feasible. The City will prioritize use of these funds to encourage construction of lower- and moderate-income housing in Town Centers and multifamily zoned areas near services and amenities and

integrate lower- and moderate-income housing into neighborhoods determined to be Racially or Concentrated Areas of Affluence (RCAA).

Responsible Party:	Housing Division
Funding:	Section 202 funds, state and federal tax credits, Community Development Block Grant funds, CalHome funds, HOME funds, Permanent Local Housing Allocation, Affordable Housing Sustainable Communities, Infill Infrastructure Grant
Time Frame:	By September 2027 and every year thereafter
Quantified Objective (units):	Support the development of 30 lower- and moderate-income units through pursuit of State and federal funds. Provide support services (e.g., application assistance through the Housing Hotline, Rental Assistance Program, or other programs) to at least 200 low- and moderate-income households annually.

PROGRAM 2-2 PARTNERSHIPS FOR HOUSING UP TO 180% AMI

The City shall continue to work with larger employers in South Lake Tahoe (e.g., Barton Hospital, Lake Tahoe Community College, Lake Tahoe Unified School District, and resorts), St. Joseph Community Land Trust, and other organizations to develop new housing opportunities for employees through public-private partnerships between the employers, developers, and local government, prioritizing sites close to employment centers. The City will also continue to implement its Rental Assistance Program (Program 2-12) to provide a security deposit loan or application fee, to remove barriers to access for lower-income households (80 percent AMI and below) and thus promote housing mobility.

Additional partnerships with large employers will be considered, including the following:

- Partnering with property management companies to provide employers notification and first right of refusal as units become available
- Making homebuyer programs available to employees
- Continue providing financial assistance or other support to employees that initially need to rent upon relocation to the city

Responsible Party:	Housing Division
Funding:	Staff time, general fund, housing funding sources identified through Program 2-1
Time Frame:	Ongoing; annually reach out to employers, developers, and local government regarding available programs.

Quantified Objective (units):	Facilitate the development of 40 employee housing units to facilitate housing mobility and reduce displacement due to overcrowding and overpayment.

PROGRAM 2-3 INTER-JURISDICTIONAL COOPERATION FOR HOUSING

The City shall continue to meet with surrounding jurisdictions in the Tahoe Basin, TRPA, and other organizations to discuss housing issues and develop cooperative strategies that address identified housing needs. This shall include meeting regularly with regional groups and other specific efforts. The outcomes of these future meetings should build regional capacity to identify state and regional grant opportunities and inform the City's future Housing Element policies and programs.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	Attend meetings quarterly and report back to the City Council on potential actions. In addition, the City will apply for at least one grant per year, consistent with Program 2-1.

PROGRAM 2-4 ANALYSIS OF STATE LANDS

The City shall continue discussing the potential for developing quality housing on non-environmentally sensitive lands owned by the California Tahoe Conservancy (Conservancy) and other State and federal agencies as opportunities arise. The City shall continue meeting with the Conservancy on a quarterly basis to discuss partnerships for land transfers or development rights to develop quality housing. The City shall ensure that important natural resources are protected and only pursue surplus lands that these agencies have determined do not have a clear and compatible conservation or recreation purpose consistent with agency goals. The City shall also coordinate housing efforts with local, regional, and statewide fire safety and transit efforts to ensure housing is safe and accessible.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, General fund
Time Frame:	Assess opportunities for coordination with other state and federal agencies at least annually and meet with Conservancy quarterly to encourage property ownership exchanges.
Quantified Objective (units):	150 housing units (including affordable, moderate, and TRPA-defined achievable) to reduce displacement risk for lower- and moderate-income households

PROGRAM 2-5 STUDENT AND FACULTY HOUSING

In support of the Lake Tahoe Community College opportunities study funded through Measure F regarding development of student and faculty housing starting in 2016, the City shall continue to provide assistance to the Lake Tahoe Community College and the Lake Tahoe Unified School District to examine the need for, and feasibility of, developing student and faculty housing and staff housing. The City shall help identify opportunities to overcome the barriers to permanent student, faculty, and staff housing. The City will continue to work with the community college and school district to monitor housing conditions on properties used to house students.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	Work together on an ongoing basis, hold meetings at least annually

PROGRAM 2-6 ASSIST HOUSING DEVELOPERS

The City shall provide technical and financial support (when feasible) to local, regional, and statewide housing developers that facilitate the creation of affordable housing, prioritizing projects that locate affordable housing in Town Centers near services and amenities and prioritizing projects that integrate affordable housing into affluent neighborhoods. Such support can include the donation of City-owned sites, the use of existing City housing programs for project clients when appropriate, the prompt processing of needed applications, and the preparation of funding applications.

Responsible Party:	Housing Division
Funding:	Staff time, surplus property, housing funding sources identified through Program 2-1
Time Frame:	Ongoing, as projects are processed through the Planning Division. Contact developers annually to inform them of City assistance options.
Quantified Objective (units):	Support the development of 50 lower- and moderate-income units to prevent displacement.

PROGRAM 2-7 HOMEBUYER ASSISTANCE PROGRAM ADMINISTRATION PARTNERING

The City shall continue discussions with other agencies and organizations that may be able to take on the administration of a first-time homebuyer and/or moderate-income homebuyer program for residents of the city. As part of this program, the City will conduct

outreach to lower-income communities to promote available homebuyer programs and lower-income household homeownership opportunities in high resource areas.

Responsible Party:	Housing Division
Funding:	Permanent Local Housing Allocation funds, staff time, general fund, housing funding sources identified through Program 2-1
Time Frame:	Continue to solicit a contractor to implement a City-administered program when funds become available.
Quantified Objective (households):	Assist 10 eligible households in locating potential homeownership opportunities to reduce displacement risk and facilitate mobility throughout the community.

PROGRAM 2-8 MITIGATION OF TRPA REGULATIONS

The City shall continue to advocate for changes to TRPA regulations to reduce restrictions on housing development that are not luxury housing or geared towards vacation home rental (VHR) use. The City shall use its representation as a voting member on the TRPA Governing Board and the TRPA Advisory Planning Commission and its participation in specific working group efforts such as the Tahoe Living: Housing and Community Revitalization Working Group to advance TRPA Code Amendments and Area Plans that will reduce the following barriers to housing development. There are three categories for actions that will take place as part of this program, divided by the approval requirements and associated timing: (1) Amendments to the TRPA Code of Ordinances, (2) New Area Plan for areas currently regulated by Plan Area Statements, (3) Grading Season Flexibility, and (4) Senate Bill 330 and Senate Bill 35 Coordination. Timing is included in each of the following categories.

1) Amendments to the TRPA Code of Ordinances

Amendments to the TRPA Code of Ordinances are adopted by ordinance upon the TRPA Governing Board finding that the amendments will not have a significant effect on the environment, will not adversely affect implementation of the Regional Plan, and will not cause the environmental threshold carrying capacities to be exceeded. Code Amendments are considered for recommendation by the TRPA Advisory Planning Commission and Regional Plan Committee at public hearings and final adoption by the Governing Board at a public hearing. The City will initiate a proposal for the following Code of Ordinance amendments pursuant to TRPA Rules of Procedure Section 4.8 by December 2027. Adoption of all amendments by TRPA is expected within two years of the City initiating the proposal by December 2029. The following actions will occur within two years of initiating the proposal:

- Allow the City to offer density bonuses and other allowances consistent with the state density bonus law (Government Code Section 65915, et seq.). This will be added to

the City's workplan to coordinate with TRPA. See more information about this item in Program 1-4.

- Provide individuals, family members, caregivers, and/or anyone acting on behalf of the person with disabilities reasonable accommodation in rules, policies, practices, and procedures that may be necessary to ensure equal access to housing as feasible in accordance with state law. This will be added to the City's workplan to coordinate with TRPA. See more information about this item in Program 4-1.

- Enable mixed-use projects with an affordable multifamily housing component to be developed at maximum allowable density as if a standalone project rather than reducing the number of units that can be developed according to the ratio of the project area devoted to housing in all areas where mixed-use projects are permitted.

2) New Area Plan for areas currently regulated by Plan Area Statements

Area plans are a component of the TRPA Regional Plan. Area plans are created by local governments and may be approved by TRPA if they contain policies and development ordinances that are consistent with and further the goals and policies of the Regional Plan. The TRPA Code of Ordinances specifies required area plan content sufficient to demonstrate that the area plan, together with TRPA ordinances that remain in effect, are consistent with and conform to TRPA's Goals and Policies and all other elements of the Regional Plan. Area plans allow for the adoption of standards that supersede standards of the Regional Plan in comprehensive coverage management, parking strategies, area-wide water quality treatment, development right transfer ratios, site design, building design, landscaping, lighting, and signage. Area plans may also include residential density and building heights in Town Centers up to maximums specified in TRPA Code. Area plans must be developed consistent with procedures established by TRPA and are considered for recommendation by the TRPA Advisory Planning Commission and Regional Plan Committee at public hearings with final adoption by the Governing Board at a public hearing. Area plans must be approved by the City prior to TRPA consideration. Adoption by both the City and TRPA is required for the Area Plan to be effective.

The City will initiate the development of a new area plan that encompasses the residential areas currently regulated by Plan Area Statements by December 2028 with a target for City adoption by December 2029. Adoption by TRPA is anticipated at least a year after City adoption, pending City Council approval to proceed with the work and allocate funding. The new Residential Area Plan will increase allowed maximum residential density in zones that currently allow eight dwelling units per acre to allow 15 dwelling units per acre.

3) Grading Season Flexibility

Grading activities in the Tahoe Basin are limited to a defined season under TRPA's grading and best management practice standards, in coordination with the Lahontan Regional Water Quality Control Board's water-quality permitting requirements. The City's grading season currently runs from May 1 through October 15 each year and TRPA may grant

limited exceptions on a case-by-case basis. The City will explore options with TRPA and Lahontan for greater flexibility in the grading season for affordable and deed-restricted housing projects, which could include extended-season exceptions, expedited exception processing, or alternative best practice standards that would permit safe grading outside the standard window. The City will initiate discussion of grading season flexibility with TRPA by December 2027.

4) Senate Bill 330 and Senate Bill 35 Coordination

Senate Bill (SB) 330 (the Housing Crisis Act of 2019) and SB 35 (Government Code Section 65913.4), as amended by SB 423, establish a streamlined, ministerial approval process for eligible housing developments statewide. The City shall develop a preliminary application form and associated procedures, using forms prepared by the California Department of Housing and Community Development (HCD) or City-developed forms that comply with state law, and shall establish written procedures for processing eligible SB 330 preliminary applications and SB 35 streamlined ministerial development applications. These procedures will be made available on the City's website and at the public counter and will be periodically reviewed and updated to remain consistent with changes in state law. The City will establish these procedures by December 2027.

Because South Lake Tahoe lies within the jurisdiction of TRPA, housing developments in the city are also subject to a separate TRPA permit and environmental review process TRPA review operates independently of the City's local approval process and is not itself subject to SB 330 or SB 35 timelines, which can offset the benefit of state streamlining if the two processes are not coordinated. The City will use its representation on the TRPA Governing Board and Advisory Planning Commission, and its participation in the Tahoe Living: Housing and Community Revitalization Working Group, to advocate for TRPA procedures, such as concurrent review, dedicated processing tracks, or reduced discretionary review, for projects that qualify for streamlining under SB 330 and SB 35. The City will also coordinate directly with TRPA staff on an ongoing basis to identify opportunities to align TRPA permit review timelines with the City's SB 330 and SB 35 procedures, consistent with the timeframes described for this program.

Responsible Party:	Housing Division and Planning Division
Funding:	Staff time, general fund
Time Frame:	Meet with TRPA staff at least annually to work on the items in this program with the goal of achieving them in accordance with the time frames defined in the program's actions previously outlined. If these time frames are not met, the City will continue to pursue each action every year during the planning period. In addition, meet with the Housing and Community Revitalization Working Group quarterly, and meet with the TRPA Governing Board and the TRPA Advisory

Planning Commission monthly to advance the components of this program.

PROGRAM 2-9 PUBLIC EDUCATION

The City shall continue to provide information that describes the myths and realities of multifamily and affordable housing development. The City will also continue to publicize programs, such as energy-efficiency programs and state and federal funding programs currently available to South Lake Tahoe residents. Information is available on the City's website, and when needed, the City makes the presentation/slide show on myths and realities of multifamily and affordable housing development available to housing advocates and to developers involved in local affordable housing projects. The City shall continue to encourage local housing advocates to make presentations to local builders and developers, Chamber of Commerce, civic groups, and the local community. Additionally, the City shall publicize the Affordable Housing Resources page of the City's website as a source of information on housing programs, in addition to providing information in response to inquiries via phone, email, and at the Permit Center.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	Ongoing

PROGRAM 2-10 INCLUSIONARY HOUSING ORDINANCE PROMOTION AND MONITORING

The City shall promote and monitor the Inclusionary Housing Ordinance to ensure it is effectively producing affordable units, that in-lieu fees are being collected and directed toward affordable housing development, and that the ordinance is not functioning as a constraint on housing production. The City will:

- Make information on the Inclusionary Housing Ordinance publicly available on the City's website, including a summary of requirements, in-lieu fee amounts, incentives available to developers, and options for satisfying affordability requirements.
- Provide information on the ordinance at the Planning Division counter and to developers at the outset of the entitlement process.
- Annually track and report the number of affordable units produced through inclusionary requirements, the number of projects that elected to pay in-lieu fees in lieu of constructing affordable units, and the total amount of in-lieu fees collected and expended.
- Consistent with Assembly Bill (AB) 2663, publish online every five years the amount of inclusionary housing in-lieu fees collected and the projects those fees were spent on.

- Annually evaluate whether the ordinance requirements, including the in-lieu fee amount, are achieving affordable housing production goals or whether amendments are warranted, including to ensure consistency with State density bonus law.

- Report findings to the City Council annually as part of the Housing Element Annual Progress Report. The Mitigation Fee Act (California Government Code Sections 66000–66025) imposes procedural requirements on certain development fees; the Inclusionary Housing Ordinance is exempt from some of those requirements under *California Building Industry Association v. City of San Jose* (61 Cal. 4th 435 (2015)), but the City elects to provide this annual report for transparency. Under Government Code Section 66006(b), cities must report collected mitigation fees within 180 days of the close of each fiscal year. Under Section 65906.6 (added by AB 2663), effective January 1, 2026, cities must also report the amount of inclusionary housing fees collected in the previous year, whether the fees are intended for a specific project, and which projects the fees were spent on.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund, in-lieu fee fund
Time Frame:	Ongoing. Publish ordinance information on City website by mid-2027; conduct annual monitoring review each June and amend if needed within 6 months of review; publish five-year in-lieu fee report consistent with AB 2663 requirements.
Quantified Objective (units):	Encourage housing mobility and reduce displacement risk by facilitating the development of 25 units, as needed, linked with new demand.

PROGRAM 2-11 INTER-AGENCY HOUSING PROGRAM COORDINATION

The City shall work with housing providers, managers, and non-profits to build capacity to administer and monitor affordable housing programs. These efforts should include the following:

- Identify the primary management organization or person that would lead administration of programs and identify funding to support this work.

- Consider contracting with additional organizations to provide housing services and information for special-needs groups within the City, such as through the Pay for Success program the City implemented with two nonprofit agencies to address homelessness.

- Meet with organizations to identify sites for affordable housing and provide technical assistance, when requested, in identifying funding to subsidize units.

- Conduct outreach to local housing developers annually to advertise sites identified for affordable housing.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund, grants. Complete implementation of this program is dependent on successfully obtaining funds from the state.
Time Frame:	Identify primary management organization or person by 2028. Attend meetings quarterly. Conduct outreach to housing developers annually once sites are identified.

PROGRAM 2-12 RENTAL ASSISTANCE PROGRAM

The City shall continue to implement the Rental Assistance Program that provides financial assistance for security deposits and application fees, to remove barriers to access for lower-income (80 percent AMI and below) households and thus promote housing mobility. The City will continue to promote the Rental Assistance Program by making information available on the City's website and annually providing information to students, employees, and the public. The City will coordinate promotion of the Rental Assistance Program with student housing outreach (see Program 2-5).

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund, grants. Complete implementation of this program is dependent on successfully obtaining funds from the state.
Time Frame:	Ongoing. Update program information on City website annually each June. Coordinate outreach with student housing program annually.
Quantified Objective (households):	Assist at least 10 lower-income households to encourage housing mobility and reduce displacement risk.

PROGRAM 2-13 MULTILINGUAL HOUSING ACCESS THROUGH EXISTING COMMUNITY PARTNERS

The City will strengthen language access and digital navigation support by partnering with and referring residents to existing community programs to ensure residents receive multilingual materials, in-person navigation, and digital support for housing applications and leasing processes. The City will promote the following programs and services.

- South Lake Tahoe Family Resource Center (FRC) – bilingual housing navigation, translation, document assistance, digital access, and legal services.
- City Housing Hotline – existing call line for housing questions and substandard housing conditions.
- Library Digital Literacy Programs – computer access, tech help, and digital skills classes.

- Community outreach networks – schools, churches, and cultural organizations that already serve LEP households, such as Lake Tahoe Collaborative.

The City will also continue to provide translation services at meetings and workshops and will continue to provide city housing materials in Spanish and English and distribute through existing partner networks.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund, grants.
Time Frame:	Ongoing, as residents contact the City. Annually promote available programs in coordination with FRC, local nonprofits, outreach networks, and the library and post to the City website and at locations in the city. Provide translation services ongoing.
Quantified Objective (persons):	Assist at least 50 residents annually with multilingual housing needs.

PROGRAM 2-14 ACCESSORY DWELLING UNIT DEVELOPMENT AND MONITORING

The City will ensure compliance with California State laws related to Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) by streamlining the approval process, providing public education, and promoting ADU development throughout the City. The City shall promote ADUs as an affordable housing option and an economic mobility opportunity through the following actions:

To encourage ADU development, the City shall:

- Continue to provide information regarding ADU development standards, permitting requirements, and available funding opportunities through the City's Accessory Dwelling Unit Guide, the website and other outreach efforts.
- Pursue available grant funding and other resources that may assist with ADU development and affordability.
- Promote ADUs as a housing option for lower-income households, seniors, middle income households and young adults.
- Continue the process for accepting preapproved ADU plans, consistent with state law, to streamline permitting and reduce development costs.
- Continue the Illegal Unit program to assist certain unauthorized ADUs to become legalized.
- Monitor ADU production annually and compare actual ADU permits and completions to Housing Element projections and RHNA assumptions. If annual monitoring indicates ADU production is below projected levels, evaluate potential barriers and

consider additional outreach, incentives, procedural improvements, or code amendments to support ADU development.

Responsible Party:	Development Services Department
Funding:	Staff time, general funds, grants.
Time Frame:	Ongoing and: • Review and revise ADU regulations by December 2027 and as State law is amended. • Pursue at least one ADU-related funding opportunity during the planning period. • Continue to provide outreach materials on the City's website and the public counter and annual outreach. • Continue accepting preapproved ADU plans, consistent with state law, to streamline permitting and reduce development costs. • Monitor ADU production annually and maintain ADU production, consistent with the assumptions used in the Housing Element Sites Inventory. Identify additional incentives by March 2028 if needed.
Quantified Objective (units):	Help to facilitate the development of 48 ADUs: 18 lower-income, 15 moderate-income, and 15 above moderate-income; promote development of lower-income units throughout the city.
Time Frame:	By-right development provisions shall be effective upon adoption of the Housing Element. The City shall monitor qualifying sites annually and maintain compliance with Government Code Section 65583.2(c) throughout the 2029-2037 Housing Element planning period.

4.8.3 Rehabilitation/Conservation

While it is important to encourage the development of new affordable housing, reinvestment in the existing supply of housing is equally important. A large percentage of the City's existing housing stock needs some form of rehabilitation. Based on findings from the 2019 Housing Conditions Survey, almost five percent, or 200 units, of the properties that were surveyed (a total of 4,009) needed rehabilitation. Three-quarters of all properties identified for rehabilitation needed minor repairs. The most common problem found during the survey was cracked driveways or driveways needing major repairs, primarily due to the harsh winter conditions that can accelerate driveway erosion.

Goal HE-3	Preserve and enhance the existing supply of housing.

POLICIES

Policy 3-1 The City shall encourage private reinvestment in residential neighborhoods and private rehabilitation of housing.

Policy 3-2 The City shall continue to ensure that housing in the city is decent, safe, and sanitary for its occupants.

Policy 3-3 The City shall support good property management practices, long-term maintenance, and improvement of existing housing through follow-up to complaints left on the Housing Issues Hotline and building complaints.

Policy 3-4 The City shall take all reasonable steps to ensure that proposed redevelopment, mobile home park closures, or subdivisions do not result in the displacement of persons of low and moderate incomes. In the case of displacement, project applicants shall be required to relocate low- and moderate-income tenants and/or replace the lost low- and moderate-income housing units.

Policy 3-5 The City shall consider the feasibility of converting substandard mobile home parks and motels to higher-density affordable housing and/or mixed-use developments when such conversions could create additional affordable housing opportunities.

Policy 3-6 The City shall continue inspection programs for multifamily projects with more than six units and motels (SROs) providing long-term (30 days or longer) occupancies. The purpose of these programs is to identify substandard units, fulfilling housing needs and to provide for the rehabilitation of units that do not meet minimum building, housing, property maintenance code standards, and city-wide design standards, or are not safe to occupy.

Policy 3-7 The City shall incentivize the reuse of existing housing stock for long-term rentals to increase rental options in the city for residents and the local workforce. The program is currently funded through the General Fund.

Policy 3-8 City shall implement actions identified in Safety Element policies HS-2.1 through HS-2.8 for all housing development in the City to mitigate potential fire hazards and damage to structures in the event of a wildfire.

Policy 3-9 The City shall take all reasonable means to ensure that existing affordable and naturally occurring affordable housing opportunities are protected and preserved, and discourage the demolition of existing affordable housing sites without adequate mitigation. See also Program 3-6.

PROGRAMS

PROGRAM 3-1 REHABILITATION LOAN PROGRAM ADMINISTRATION PARTNERING

The City will coordinate with and promote El Dorado County's housing rehabilitation program, currently being established with Community Development Block Grant (CDBG) funding, as a resource for South Lake Tahoe residents once available. The City will continue to pursue its own program funding and will consider establishing a City-administered program when sufficient funds become available. Within 6 months of the program being initiated by the County, the City will provide printed informational flyers in City buildings and will post information on the City's website for all residents to access. The City will also prioritize marketing of this program in areas of concentrated rehabilitation need, such as the Tahoe Sierra neighborhood, and areas of concentrated poverty, such as the area east of Ski Run Boulevard, by making flyers available in community gathering spots such as libraries or grocery stores at least annually.

Responsible Party:	Housing Division
Funding:	Staff time
Time Frame:	Ongoing. Update program information on City website annually each June. The City will continue to pursue funding, at least twice in the planning period, for its own rehabilitation program.
Quantified Objective (households):	Facilitate place-based revitalization and increased community resiliency opportunities for at least three eligible households annually through rehabilitation loans.

PROGRAM 3-2 MULTIPLE-FAMILY DWELLING AND SINGLE-ROOM OCCUPANCY INSPECTION AND MAINTENANCE PROGRAM

Continue the Multiple-Family Dwelling Inspection and Maintenance Program on multifamily projects of six units or more (or smaller projects if approved by City Council) and single-room occupancy (SRO) units in hotels and motels to identify substandard housing stock and to provide for the rehabilitation of housing that does not meet minimum building, housing, and property maintenance code standards, and site maintenance standards as well as citywide design standards, or is not safe to occupy, and further, to preserve and enhance the quality of life for residents of the city living in multifamily

dwelling units. The City continues to successfully conduct inspections each year on all housing units that are subject to these program requirements. Units inspected under this program are distributed geographically in all areas of the city.

Responsible Party:	Housing Division and Building Division
Funding:	Staff time, general fund
Time Frame:	Ongoing
Quantified Objective (units):	Promote place-based revitalization and reduce displacement due to substandard conditions by inspecting 1,000 multifamily and 200 single-room occupancy properties annually to facilitate quality housing options.

PROGRAM 3-3 MOBILE HOME PARKS ORDINANCES

The City shall modify the mobile home parks ordinances to ensure the following:

- Address conversion of mobile home parks to other uses (quantifying what constitutes a change of use, the definition of "cessation," such as all or part of a park, immediately or gradually when relocation payment is required, etc.).
- Require mitigation of housing loss associated with mobile home park conversions and/or demolitions.

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	September 2028

PROGRAM 3-4 PRESERVATION AND ACQUISITION OF ASSISTED OR SUBSTANDARD PROPERTIES

The City shall continue to provide technical and financial assistance to nonprofit housing organizations that might be interested in, and have the capacity to, step in to acquire and rehabilitate any of the assisted or substandard properties to maintain, or create long-term, affordable rental housing. The City may consider adopting a local preference policy that prioritizes residents for housing rehabilitation services.

The City monitors the list of all dwellings in the city that are subsidized by government funding or deed-restricted housing developed through local regulations or incentives. The list will include, at least, the number of units, the type of government program, and the date on which the units are at risk to convert to market rate. The City did not identify any units at risk of converting to market rate within 10 years of the beginning of the seventh-cycle Housing Element planning period. The City has over 700 subsidized units, not at risk of

converting to market rate but the City will continue to monitor these units through the following actions:

- Monitor the status of affordable projects, rental projects, and mobile homes in South Lake Tahoe. Should the property owners indicate the desire to convert properties, consider providing technical and financial assistance, when possible, to ensure long-term affordability.

- If conversion of units is likely, work with local service providers to subsidize the at-risk units to ensure continued affordability. Funding sources may include state or local sources.

- Pursuant to California law (Government Code Sections 65853.10, 65863.11, and 65863.13), owners of deed-restricted affordable projects are required to provide notice of restrictions that are expiring to all prospective tenants, existing tenants, and the City at 3 years, 12 months, and 6 months before the scheduled expiration of rental restrictions. In addition, the City or owner will provide notice to U.S. Department of Housing and Urban Development (HUD), the California Department of Housing and Community Development (HCD), the El Dorado County Housing Authority, and the local legal aid organization. Owners shall also refer tenants of at-risk units to educational resources regarding the following:

    - Tenant rights
    - Conversion procedures
    - Information regarding Section 8 rent subsidies
    - Any other affordable housing opportunities in the city

In addition, notice shall be required prior to conversion of any units to market rate for any additional deed-restricted lower-income units that were constructed with the aid of government funding, that were part of a project granted a density bonus, or that were part of a project that received other incentives.

If a development is offered for sale, HCD must certify persons or entities that are eligible to purchase the development and to receive notice of the pending sale. Placement on the eligibility list will be based on experience with affordable housing.

When necessary, the City shall continue to work with property owners of deed-restricted affordable units who need to sell within 45 years of initial sale. When the seller is unable to sell to an eligible buyer within a specified time period, equity-sharing provisions are established (pursuant to the affordable housing agreement for the property), whereby the difference between the affordable and market values is paid to the City to eliminate any incentive to sell the converted unit at market rate. Funds generated would be used to develop additional affordable housing in the city. The City shall continue tracking all residential projects that include affordable housing to ensure that the affordability is maintained for at least 45 years for owner-occupied units and 55 years for rental units, and

that any sale or change of ownership of these affordable units prior to satisfying the 45- or 55-year restriction shall be "rolled over" for another 45 or 55 years to protect "at-risk" units.

Responsible Party:	Housing Division
Funding:	California Housing Finance Agency (CalHFA) Help Program; Multifamily Housing Program; HOME, CalHFA (preservation acquisition financing); mortgage insurance for purchase/refinance (HUD)
Time Frame:	Ongoing communication with owners, service providers, and eligible potential purchasers; work with owners of deed-restricted units on an ongoing basis—particularly at the time of change of ownership. Track through the Annual Report to HCD.
Quantified Objective (units):	Preserve 757 units to reduce displacement.

PROGRAM 3-5 HOUSING CODE COMPLIANCE

The City will continue to enforce violations and substandard housing issues through the Housing Hotline and through the Development Services complaint portal. This enforcement also enacts compliance with building and property maintenance codes, which will include property maintenance, housing conditions, overall blight, and health and safety concerns. If proactive enforcement is determined to be needed, priority will be given in lower-income areas and areas of concentrated poverty such as the area east of Ski Run Boulevard and the Tahoe Sierra neighborhood. To reduce displacement risk resulting from substandard housing conditions, the City will provide information on rehabilitation assistance programs to eligible households found in violation of City codes. See also Programs 3-1 (Rehabilitation Loan Program) and 3-2 (Multiple-Family Dwelling and SRO Inspection Program) for related programs.

Responsible Party:	Housing Division and Building Division
Funding:	Staff time, general fund, permit fees
Time Frame:	Conduct enforcement on a complaint basis and evaluate the need for proactive enforcement by December 2027; implement proactive code enforcement within eight months if need is identified.
Quantified Objective (households):	Reduce displacement risk for lower-income households and facilitate place-based revitalization by connecting at least 35 eligible households with assistance annually.

PROGRAM 3-6 REPLACEMENT OF LOST UNITS FROM RESIDENTIAL DEMOLITIONS

In accordance with California Government Code Section 65583.2(g), the City will require replacement housing units subject to the requirements of California Government Code Section 65915(c)(3) on sites identified in the sites inventory when any new development (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years.

This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished

Responsible Party:	Planning Division
Funding:	General fund
Time Frame:	Ongoing, the replacement requirement will be implemented immediately and applied as applications on identified sites are received and processed.

PROGRAM 3-7 MONITORING IMPACTS OF VACATION HOME RENTALS ON LONG-TERM RENTAL SUPPLY

The City shall continue to monitor the effects of the vacation home rental ordinance on the availability and cost of long-term rental housing annually during the Housing Element planning period. The City shall evaluate: (1) the average square footage and bedroom count of permitted VHRs, to help determine how many could realistically convert to long-term rental options affordable to local residents, (2) effects on housing availability for the local workforce, and (3) whether any amendments to the ordinance are warranted to better protect the supply of long-term housing. The City will report findings to the City Council annually with the Housing Element Annual Progress Report.

Responsible Party:	Housing and Planning Division
Funding:	General fund
Time Frame:	Annually monitor impacts of the vacation home rental ordinance during the planning period. Report findings to City Council by April 1 each year, consider modifications and if needed bring proposed changes for City Council consideration within 6 months.

PROGRAM 3-8 MULTIFAMILY ACQUISITION AND REHABILITATION PROGRAM

The City will partner with organizations, employers, and non-profits to establish a multifamily acquisition and rehabilitation program to increase quality of housing for low-income residents and ensure long-term affordability. The City will encourage acquisition of multifamily housing in areas of concentrated affluence and outside areas with concentrations of existing affordable housing to promote housing mobility and

affordability in high-income neighborhoods. The City will also target acquisitions to increase housing options for lower-income households and reduce overcrowding in existing housing units.

Responsible Party:	Housing Division
Funding:	General fund, staff time, housing funding sources identified through Program 2-1. Complete implementation of this program is dependent on successfully obtaining funds from the state.
Time Frame:	Apply for funding by December 2028. If awarded, establish a program by September 2029. Ongoing communication with organizations, employers, and service providers that could administer program, with contact at least once per year. If the program is not established by September 2029, the City will continue to pursue program establishment every year during the planning period.
Quantified Objective (units):	Reduce displacement risk for lower- and moderate-income households by facilitating rehabilitation of 20 multifamily units.

PROGRAM 3-9 LANDLORD/TENANT MATCHING PROGRAM

Continue the Long-Term Rental Incentive Program (LTR) to promote the availability of low- and moderate-income rental housing for existing employees in the city in vacant or second homes. The City has been conducting a multifaceted marketing campaign through press releases, internet-based outreach, media outreach/interviews, direct mailing to property owners, and advertisements published in the local paper of general circulation. The City will conduct specific outreach and marketing to owners of existing large housing units to participate in the rental incentive program to expand housing opportunities for larger renter households. The City will seek acquisition of housing in areas of concentrated affluence and outside of areas with concentrations of existing affordable housing to promote housing mobility and affordability in high-income neighborhoods.

Responsible Party:	Housing Division
Funding:	Staff time, general fund
Time Frame:	Ongoing. Annually reach out to landlords to promote the available program.
Quantified Objective (units):	Assist at least 10 low- and moderate-income households each year.

PROGRAM 3-10 MOBILE HOME PARK PRESERVATION

The City shall promote the longevity and quality of life at existing and new mobile home parks as follows:

- Codify regulations for mobile home park conversions.
- Evaluate TRPA's restrictions on the reuse of any residential units of use that originate from a mobile home park, and consider their reuse for workforce housing.
- Review City regulations for new and enlarged mobile home parks to consider adding design, fencing, and amenity requirements and require an affordability assessment.
- Conduct an inventory of mobile home parks to identify those that are most desirable or feasible for long-term preservation.
- Work with HCD Mobile home and Special Occupancy Parks Program to gather and maintain data on resident complaints, inspections and code violations.
- Target mobile home parks for park-wide infrastructure improvements or select coach rehabilitation or replacement.

Responsible Party:	Housing Division
Funding:	Staff time, general fund
Time Frame:	Ongoing; conduct inventory by December 2029. Codify regulations by June 2030

4.8.4 Special-Needs Housing

Within the general population, there are several groups of people who have special housing needs. These special needs can make it difficult for members of these groups to locate suitable housing. In South Lake Tahoe, special-needs groups include single female-headed households, seasonal workers, students, seniors, disabled persons (including those with developmental disabilities), homeless persons, and large families.

People with disabilities often require special housing features to accommodate physical limitations. The City has processes in place for persons with disabilities to request reasonable accommodation for exceptions for placement of carports and when needed at City facilities. While the City has shown a commitment to the creation of housing that is accessible to persons with disabilities, the City continues to evaluate other types of accommodation needed by those with disabilities.

Although there are a number of services available to residents experiencing homelessness in South Lake Tahoe as presented in Section 4.3, *Needs Assessment,* in this Housing Element, there is a lack of emergency shelters. However, the Tahoe Coalition for the Homeless (TCH) operates three motels as permanent supportive housing, and motel vouchers provide some relief for residents experiencing homelessness seeking shelter from harsh winter weather.

Goal HE-4	Provide a range of housing services for households with special needs within South Lake Tahoe.

POLICIES

Policy 4-1 The City shall ensure equal access to housing by requiring reasonable accommodation for individuals with disabilities. The City shall also provide a more comprehensive process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from the City's various land use, zoning, or building laws, rules, policies, practices, and/or procedures.

Policy 4-2 The City shall continue to work with the El Dorado County Opportunity Knocks Continuum of Care (CoC) to address the causes of homelessness and the needs of transient persons experiencing homelessness on a regional basis. The City shall support the Tahoe Coalition for the Homeless, Tahoe Youth and Family Services, Vista Rise Collective, and El Dorado County Health and Human Services (HHSA) and in its countywide programs that address the needs of persons experiencing homelessness.

Policy 4-3 The City shall encourage the development of rental units for large families in roughly the same proportion as the percentage of large family renter households within the total renter population.

Policy 4-4 The City shall continue providing priority permit processing of projects that are targeted toward special-needs groups, such as seniors, the disabled (including the developmentally disabled), and those experiencing homelessness, including priority for building plan check, subdivision map review, improvement plans for roadways and utilities, and environmental impact analysis.

Policy 4-5 The City shall consider special-needs housing in City-partnered affordable housing projects based on existing demand. The City shall incorporate universal design concepts whenever possible to meet the needs and special requirements of our community.

Policy 4-6 The City shall strive to address the unique housing needs of seniors, large families, single female-headed households, those experiencing homelessness, persons with disabilities (including developmental disabilities), extremely low-income persons, seasonal employees, and students.

PROGRAMS

PROGRAM 4-1 REASONABLE ACCOMMODATION AND LAND COVERAGE

The City shall continue to work with TRPA to facilitate reasonable accommodation requests within the framework of the Regional Plan to address any needs for accommodation by persons with disabilities for additional land coverage for necessary site improvements beyond the additional land coverage allowances for Americans with Disabilities Act (ADA) improvements in Chapter 30 of the TRPA Code of Ordinances.

Additionally, the City will work with TRPA to codify a process for providing reasonable accommodation. This procedure will be a ministerial process subject to approval by the Director of Development Services.

Responsible Party:	Housing Division, Planning Division
Funding:	Staff time, general fund
Time Frame:	The City shall work with TRPA to codify a reasonable accommodation procedure by September 2028. If this action is not completed in the assigned timeline, the City will continue to pursue this action annually in each subsequent year. Once amendments have been made, the City will create a public information brochure on reasonable accommodation and provide that information on the City's website within 6 months.

PROGRAM 4-2 SPECIAL-NEEDS HOUSING

The City will continue to work with housing providers to ensure that special housing needs are addressed for seniors, large families, female-headed households, single-parent households with children, persons with disabilities and developmental disabilities, those with extremely low incomes, and individuals and families experiencing homelessness. The City will seek to meet these special housing needs through a combination of incentives, zoning standards, new housing construction programs, and supportive services programs.

The City will conduct outreach to affordable housing developers and service providers annually to identify and pursue development opportunities, in tandem with developer outreach conducted as part of Program 1-4. The City may also seek funding under the federal 202 Senior Housing Program-Supporting Housing for the Elderly, California Child Care Facilities Finance Program, California Homebuyer's Downpayment Assistance Program, and other state and federal programs designated specifically for special-needs groups such as seniors, extremely low-income households, persons with physical and developmental disabilities, and persons at risk for homelessness as determined by the needs in the community.

The City shall continue to hold discussions with surrounding jurisdictions and meet with the Tahoe Coalition for the Homeless (TCH), Tahoe Youth and Family Services (TYFS), and Vista Rise Collective (VRC), to determine how to address the needs of residents, including youth, experiencing homelessness and identify potential sites and funding sources for an emergency shelter in South Lake Tahoe or within close proximity to the City. The City will also assess the possibility of an increased budget allocation to increase the availability of this program.

The City shall also meet with at least one organization that provides services to persons with developmental disabilities and/or the Alta California Regional Center to identify

specific strategies to address displacement risk and homeless services specifically for persons with developmental disabilities.

Responsible Party:	Housing Division
Funding:	Staff time, general fund
Time Frame:	Annually starting in June 2028 hold discussions with surrounding jurisdictions TYFS, VRC, and TCH and outreach with affordable housing developers and service providers and ongoing. Research the possibility of an increased allocation for the Shelter Pass Program by August 2027 and present to City Council by September 2027.
Quantified Objective (units):	Incentivize the development of 10 units for special-needs groups to reduce displacement risk.

PROGRAM 4-3 CHILDCARE AND INTERGENERATIONAL FACILITIES

Consider establishing a program to address the following housing needs in the City:

- Affordable housing developments that include on-site childcare
- Promoting intergenerational facilities.

After studying these options, determine whether a program will be established, and establish and publicize program, if initiated.

Responsible Party:	Housing Division
Funding:	Staff time, general fund
Time Frame:	Continue working with Sugar Pine Village on on-site childcare on an ongoing basis. Study broader childcare program by early 2028; determine whether program will be established and initiate by the end of 2028.

PROGRAM 4-4 DEFINITION OF FAMILY

Update the definition of "family" in the City's zoning regulations to be compliant with state law.

Responsible Party:	Planning Division
Funding:	Staff time, general fund
Time Frame:	Complete by September 2028

PROGRAM 4-5 TRIBAL HOUSING COORDINATION AND PARTERNSHIP

The City shall establish and maintain a government-to-government coordination process with the Washoe Tribe of Nevada and California and its Tribally Designated Housing Entity, the Washoe Housing Authority, to identify and address the affordable housing and cultural housing needs of Washoe tribal members and other Native American residents with ancestral, cultural or familial ties to the South Lake Tahoe area who wish to live in or return to the region. The program will support opportunities for off-reservation housing and increase access to housing resources and services.

Key Actions:

- Collaborate with tribal representatives to identify housing needs specific to Washoe tribal members residing within the city, including affordable and culturally appropriate housing opportunities.
- Share information regarding City-administered housing programs, affordable housing opportunities, funding programs, and housing assistance resources.
- Explore opportunities for joint grant applications, partnerships, referrals, and coordination with federal, state, regional, and tribal housing funding programs.
- Provide information on affordable housing developments, housing preservation programs, first-time homebuyer assistance, and other housing initiatives that may benefit tribal members and Native American residents.

Responsible Party:	Development Services Department
Funding:	Staff time, general fund, State housing grants, Federal housing grants, Tribal housing resources, Other available funding sources.
Time Frame:	Ongoing.
Quantified Objective (meeting):	Conduct two government-to-government coordination meetings during the planning period with the Washoe Tribe and Washoe Housing Authority and provide ongoing coordination regarding housing programs, funding opportunities, and housing needs throughout the planning period.

4.8.5 Equal Opportunity Housing and Discrimination Prevention

According to California law, all households in South Lake Tahoe have the right to rent or purchase housing without discrimination. The City has continued to ensure equal housing opportunity through the enforcement of fair housing practices and the dissemination of fair housing information throughout the community. The Housing Issues Hotline has proven to be an effective means for addressing housing issues and ensuring fair housing in the city. In compliance with Assembly Bill (AB) 686, the City will increase its efforts to address fair housing issues.

Goal HE-5	Provide decent housing and quality living environments for all South Lake Tahoe residents, regardless of age, race, religion, gender, sexual orientation, marital status, ancestry, national origin, disability, or economic level.

POLICIES

Policy 5-1 The City shall promote housing opportunities for all persons regardless of source of income, age, race, religion, gender, sexual orientation, marital/familial status, national origin, disability, economic level, or other barriers that prevent choice in housing.

Policy 5-2 The City shall cooperate with community-based organizations that provide services or information to victims of housing discrimination.

Policy 5-3 The City shall continue to provide a Spanish language translator at community housing events and provide informational materials to the community in Spanish.

PROGRAMS

PROGRAM 5-1 PLACE-BASED STRATEGIES

The City will implement the following place-based revitalization strategies to affirmatively further fair housing:

- Implement the following previously identified programs:
  - Place-based revitalization strategies: Programs 1-2 Development of Substandard/Underutilized Sites, 3-1 Rehabilitation Loan Program Administration Partnering, 3-2 Multiple-Family Dwelling and Single-Family Occupancy Inspection and Maintenance Program, and 3-5 Code Enforcement
  - Strategies to expand affordable housing in high-opportunity areas such as Town Centers and east of Ski Run Boulevard: Programs 1-1 Mixed-Use Development, 2-2 Partnerships for Workforce Housing, 2-6 Assist Nonprofit Housing Developers, 2-7 Homebuyer Assistance Program Administration Partnering, and 2-11 Inter-Agency Housing Program Coordination
- Ensure that projects needed to develop infrastructure improvements to support housing and residents without vehicles will continue to be included in the City's Capital Improvement Plan. In addition, ensure that the transportation infrastructure projects in

the Capital Improvement Plan prioritize areas where sites with lower-income units are identified and incorporate place-based strategies to establish equity amongst infrastructure improvements. Identify at least three infrastructure projects that support these strategies, as needed, in each update to the Capital Improvement Plan.

- Continue to meet with Lake Tahoe Unified School District to determine what, if any, outside factors impede student performance that can be alleviated such as stable housing opportunities, childcare opportunities for working parents, access to before- and after-school resources and events, and more. If such a need for such a program or specific issues are identified, the City will pursue solutions, which may include the following:
  - Meet with developers to identify sites suitable for housing affordable on a teacher salary.
  - Facilitate coordination between school districts and transit agencies to increase the availability of busing and transportation (including safe routes to schools and potentially covering transportation costs), as needed, for students to/from school, childcare, athletic events, or other school programs.

Responsible Party:	Planning Division, Housing Division, and Public Works Department
Funding:	Staff time, general fund
Time Frame:	Ongoing.
Quantified Objective:	Identify at least three infrastructure projects per CIP update that prioritize neighborhoods with lower-income housing sites.

PROGRAM 5-2 HOUSING MOBILITY

To encourage and assist with housing mobility the City shall implement the following:

- Implement housing mobility strategies in Programs 1-1, Mixed-Use Development; 2-2, Partnerships for Housing up to 180% AMI; 2-7, Homebuyer Assistance Program Administration Partnering; and 2-11, Inter-Agency Housing Program Coordination to affirmatively further fair housing.
- Continue to send multilingual mailers or provide virtual information to landlords and property managers about the Housing Choice Voucher (Section 8) program. Include information about the benefits of advertising their units to voucher holders. Resend information annually and coordinate with County of El Dorado Public Housing Authority to track whether the number of available units has increased. The intent of the outreach is to encourage landlords and property managers that have not previously participated in the program to increase the supply of units available to Section 8 participants by at least 10 over the course of the planning period.

Responsible Party:	Housing Division
Funding:	Staff time, general fund
Time Frame:	Ongoing. Annually provide information to landlords and property managers.
Quantified Objective:	Increase the supply of units available to Section 8 participants by at least 10 over the course of the planning period

PROGRAM 5-3 DISPLACEMENT PREVENTION

The City will implement strategies in Programs 1-1, Mixed-Use Development; 1-4, Using Local Incentives; 2-2, Partnerships for Housing up to 180% AMI; 2-4, Analysis of State Lands; 2-6, Assist Housing Developers; 2-11, Inter-Agency Housing Program Coordination; 3-2, Multiple-Family Dwelling and Single-Room Occupancy Inspection and Maintenance Program; 3-5, Code Enforcement; 3-7, Monitoring Impacts of Vacation Home Rentals on Long-Term Rental Supply; 3-8, Multifamily Acquisition and Rehabilitation Program; 4-1, Reasonable Accommodation and Land Coverage to reduce and prevent displacement risk.

To reduce displacement risk due to environmental disasters, and to aid in measures to reduce flood and fire insurance costs that present displacement risk the City will maintain information on organizations and programs that are available to landowners to assist them in meeting defensible space goals and taking other steps that may decrease flood and fire insurance rates to reduce disaster displacement risk. These programs may include the National Fire Protection Association's Firewise USA program and CalFire's Landowners Assistance and wildfire preparedness informational tools. Provide links to these resources on the City's website and update annually, or as programs change or new programs become available.

Responsible Party:	Planning Division, Housing Division, Fire Department, and Public Works Department
Funding:	Staff time, general fund
Time Frame:	Ongoing. Update the City website annually or as programs change.

PROGRAM 5-4 FAIR HOUSING

The City will implement the following fair housing outreach, enforcement, and access strategies to further fair housing:

- Continue to use the Housing Division webpage on the City's website to distribute information on fair housing information and available services, updating annually, or as needed. The City will also distribute printed materials at least annually at community

meetings, prioritizing distribution in higher- need areas, and make available in City buildings.

- As fair housing complaints are received at the City, refer cases to the appropriate fair housing agency or address through inspections, as appropriate. Meet annually with fair housing providers to discuss local fair housing issues and concerns, identifying strategies to increase fair housing enforcement in key areas, particularly in higher- need areas of the city, as needed.
- Continue the Housing Issues Hotline service to assist residents with substandard housing and fair housing concerns. Assist at least 30 residents annually through the hotline service. If fewer than 30 residents use the hotline service, provide assistance to all that do.
- Conduct targeted outreach to underrepresented and underserved groups by recruiting them to participate in the planning process and apply to committees by, at least annually, coordinating with service providers, sending recruitment information to community groups or organizations, and posting information in public locations such as grocery stores. Encourage at least three representatives from underserved groups to apply for each open committee.
- Promote the availability of multilingual resources by ensuring that City-provided services and materials are available in languages other than English or that they make clear the availability of interpretation or translation services (also refer to Program 2-13).

Responsible Party:	Planning Division and Housing Division
Funding:	Staff time, general fund
Time Frame:	Ongoing. Annually update the City's website and materials as needed, including translation of materials. Annually meet with fair housing providers.
Quantified Objective (persons):	Assist at least 30 residents annually through the Housing Issues Hotline; encourage at least three representatives from underserved groups to apply for each open committee

PROGRAM 5-5 TRANSIT ACCESSIBILITY

The City will meet with the Tahoe Transportation District and South Shore Transportation Management Association annually to assess if any new unmet transit needs have developed, and if so, provide technical assistance in applying for state and federal funding for expansions and will assist in identifying at least two funding sources annually that could be used fund expansions.

Responsible Party:	Planning Division, Housing Division, and Public Works Department

Funding:	Staff time, general fund
Time Frame:	Meet with the transportation district annually during the planning period. Identify funding sources annually.
Quantified Objective (other):	See individual strategies previously outlined in program 5-1 through program 5-4 with specific targets. As needed, target at least two funding sources annually to support strategies to affirmatively further fair housing.

4.8.6 Energy Conservation Opportunities

Energy efficiency has direct application to affordable housing. The more money spent on energy, the less available for rent or mortgage payments. High energy costs have particularly detrimental effects on low-income households that do not have enough income or cash reserves to absorb cost increases and must choose between basic needs such as shelter, food, and energy.

Many of South Lake Tahoe's homes were originally built for summer-only occupancy and are now occupied year-round. Consequently, energy conservation retrofits are an important component of City rehabilitation loan programs. Such retrofits can benefit residents through reduced monthly utility costs.

Goal HE-6	Ensure energy efficiency and appropriate weatherization for all new and existing housing.

POLICIES

Policy 6-1 The City shall ensure that new construction meets or exceeds Title 24 energy conservation requirements and shall require retrofits of older summer seasonal housing to be made suitable for year-round occupancy.

Policy 6-2 The City shall encourage the use of energy conservation devices and passive design concepts that make use of natural climate to increase energy efficiency and reduce housing costs.

Policy 6-3 The City shall encourage and promote green building practices during the development review process and implement the City's Green Building Incentive Program.

PROGRAMS

PROGRAM 6-1 GREEN BUILDING INCENTIVE PROGRAM

The City shall continue to implement its green building incentive program that rewards developers for building green projects. The City shall also evaluate opportunities to provide additional incentives for green building projects.

Responsible Party:	Planning Division and Building Division
Funding:	Staff time, general fund

Time Frame: Ongoing

PROGRAM 6-2 ENERGY REGULATIONS

The City shall continue to require applicants for building permits to demonstrate compliance with the state energy conservation requirements at the time building plans are submitted. In addition, the City will continue to implement appropriate Climate Action Plan strategies as they relate to housing.

Responsible Party: Planning and Building Divisions

Funding: Permit fees, staff time, general fund

Time Frame: Ongoing, as projects are processed.

PROGRAM 6-3 ENERGY CONSERVATION ASSISTANCE FOR LOW-INCOME HOUSEHOLDS

The City will promote available weatherization and energy conservation programs offered by Liberty Utilities and other utility providers to eligible residents. The City will maintain information on these programs at City Hall and on the City's website. The City shall consider, including weatherization and energy conservation as eligible activities in the City's rehabilitation program should such a program be established. The City will refer eligible property owners and low-income households to applicable utility-administered programs (e.g., California Alternate Rates for Energy [CARE], Family Electric Rate Assistance [FERA], and energy efficiency rebate programs) on an ongoing basis. The City will provide information and refer eligible property owners and low-income households to programs offered by Liberty Utilities and other nonprofit organizations and will refer interested individuals to energy rebate and conservation assistance programs offered by others. The City will maintain information on these programs at City Hall and on the City's website and will update the information annually or as programs change.

Responsible Party: Housing Division

Funding: Staff time, general fund

Time Frame: Ongoing

4.8.7 Neighborhood Preservation

The Lake Tahoe Basin is renowned for its unique natural beauty. The character of South Lake Tahoe's built environment should complement the basin's distinctive natural environment. This character is essential to the City's sense of place and economic vitality as a tourist attraction. New development needs to be sensitive to the City's distinctive character.

There is sometimes public anxiety based on the misperception that affordable housing will devalue the neighborhoods in which they are established. Careful design and enforcement of design standards can ensure compatibility with surrounding neighborhoods and reduce opposition. Recent affordable housing

projects in South Lake Tahoe have helped to dispel misperceptions of affordable and multifamily housing by maintaining high-quality, Tahoe-sensitive design standards.

Goal HE-7	Provide for a variety of housing types, sizes, price ranges, and densities compatible with the existing character and integrity of residential neighborhoods.

POLICIES

Policy 7-1 The City shall continue to promote quality design and appearance of all new multifamily and affordable housing projects so that they blend in with the existing community fabric, add value to the community's built environment, and strengthen acceptance by the local community.

Policy 7-2 The City shall encourage compatibility of physical design, building structure, and lot layout relationships between existing and new construction to help the new developments complement the surrounding neighborhoods.

Policy 7-3 The City shall strive to raise and enforce current design standards for all rental properties through the Housing Hotline, Multifamily Dwelling, and single-room occupancy (SRO) unit inspection programs in the community.

Policy 7-4 The City shall ensure that adequate provisions are made in new housing developments for amenities (e.g., tot lots, play yards, childcare, computer centers, etc.) appropriate to the targeted resident population.

Policy 7-5 To create a balanced community, the City shall promote mixed-income neighborhoods by encouraging innovative design (e.g., accessory dwelling units, co-housing, half-plexes, zipper lots, zero-lot lines, alley-loaded parking, six-pack subdivisions, live-work units).

Policy 7-6 The City shall improve infrastructure to foster private investment and rehabilitation of older neighborhoods.

Policy 7-7 The City shall consider using HOME Investment Partnerships Program (HOME) funds to support the development of mixed-income housing.

PROGRAMS

PROGRAM 7-1 MAINTAINING NEIGHBORHOOD CHARACTER

The City shall work with project proponents and community special interest groups to integrate affordable and other affordable by design housing into existing neighborhoods—including smaller duplexes, triplexes, and accessory dwelling units—while addressing local concerns and maintaining the character and environmental quality of the surrounding area. The City will also work with TRPA to implement these objectives within the framework of the Regional Plan.

Responsible Party: Planning Division

Funding: Staff time, general fund

Time Frame: Ongoing. Meet with TRPA at least twice per year

4.8.8 Quantified Objectives

One of the requirements of state law (California Government Code Section 65583[b]) is that the Housing Element contain quantified objectives for the maintenance, preservation, improvement, and development of housing. State law recognizes that the total housing need identified by a community may exceed available resources and the community's ability to satisfy this need. Under these circumstances, the quantified objectives need not be identical to the total housing needs. The City has established a target for the maximum number of housing units for each income category that can be constructed, rehabilitated, and conserved over a eight-year period based on available resources (see Table HE-1A, *Summary of Quantified Objectives*).

TABLE 4-64
SUMMARY OF QUANTIFIED OBJECTIVES

Objective Category/Program	Acutely Low	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction[1]	14	22	27	42	53	133	291
Rehabilitation[2]		2	3	19	—	—	24
Conservation/Preservation[3]		40	391	325	—	—	757
TOTAL	**14**	**64**	**421**	**386**	**53**	**133**	**1,072**

Notes:

[1] Corresponds to the Regional Housing Needs Allocation (RHNA). Quantified objective for Program 2-14 is being used to meet RHNA.

[2] Corresponds to quantified objectives in Program 3-1.

[3] The 757 units to be conserved/preserved correspond to the assisted units in the City (see Table 4-52).

Appendix A: Sites Inventory

TABLE A-1 VACANT SITES INVENTORY

Address/ Intersection	Zip Code	APN	PAS/CP	Zoning	Minimum Density Allowed (units/ acre)	Maximum Density Allowed (units/acre)	Preferred AH	Multi-Unit Incentive	Total Parcel Size (Acres)	Total Parcel Size (SF)	Developable Acreage from Lot Coverage Allowances	Maximum Units Allowed	Total Capacity	Lower Income Capacity	Moderate Income Capacity	Above Moderate Capacity
Lower Units																
2200 Barton Ave	96150	023-241-44	Tahoe Valley Area Plan	TC-NP	12	25	Yes	Yes	0.95	41320.39	0.66	23.7	16	16		
2252 Barton Ave	96150	023-251-25	Tahoe Valley Area Plan	TC-NP	12	25	Yes	Yes	0.25	10954.42	0.18	6.3	4	4		
1122 Emerald Bay Rd	96150	032-141-04	Tahoe Valley Area Plan	TC-G	12	25	Yes	Yes	0.26	11189.55	0.18	6.4	4	4		
1117 Bonanza Ave	96150	032-141-18	Tahoe Valley Area Plan	TC-G	12	25	No	Yes	0.95	41502.81	0.67	23.8	16	16		
1242 Emerald Bay Rd	96150	032-151-04	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	1.00	43702.50	0.30	25.1	7	7		
1258 Emerald Bay Rd	96150	032-151-05	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	1.00	43702.47	0.30	25.1	7	7		
1286 Emerald Bay Rd	96150	032-151-07	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.50	21803.91	0.15	12.5	3	3		
1306 Emerald Bay Rd	96150	032-161-01	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.93	40462.25	0.28	23.2	6	6		
1320 Emerald Bay Rd	96150	032-161-02	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.98	42664.04	0.29	24.5	7	7		
1332 Emerald Bay Rd	96150	032-161-03	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.98	42576.36	0.29	24.4	7	7		
1344 Emerald Bay Rd	96150	032-161-04	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.98	42589.96	0.29	24.4	7	7		
1368 Emerald Bay Rd	96150	032-161-06	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.89	38953.07	0.27	22.4	6	6		
1357 Bonanza Ave	96150	032-161-08	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.82	35891.59	0.25	20.6	6	6		
1307 Bonanza Ave	96150	032-161-12	Tahoe Valley Area Plan	EB-CC	12	25	No	Yes	0.85	37243.70	0.26	21.4	6	6		
1189 Emerald Bay Rd	96150	032-192-06	Tahoe Valley Area Plan	TC-G	12	25	Yes	Yes	0.50	21803.91	0.35	12.5	8	8		
1248 Melba Dr	96150	032-201-08	Tahoe Valley Area Plan	TC-G	12	25	No	Yes	0.75	32881.37	0.23	18.9	5	5		
833 Emerald Bay Rd	96150	023-171-009	Tahoe Valley Area Plan	TC-G	12	25	Yes	Yes	0.50	21780.00	0.35	12.5	8	8		
1069 O Malley Dr	96150	031-241-14	Midtown Area Plan	Commercial	n/a	65	No	No	3.40	148104.00	1.02	221.0	33	33		
972 Silver Dollar Ave	96150	031-290-29	Midtown Area Plan	Commercial	n/a	65	No	No	1.00	43560.00	0.30	65.0	10	10		
1300 Johnson Blvd	96150	025-010-041	Midtown Area Plan	Commercial	n/a	65	No	Yes	7.50	330948.00	2.25	487.5	73	73		
2659 Lake Tahoe Blvd	96150	031-257-007	Midtown Area Plan	Commercial	n/a	65	No	Yes	1.2	52272	0.84	78	27	27		
2757 Young St	96150	031-101-015	Midtown Area Plan	Commercial	n/a	65	No	Yes	0.2	8712	0.14	13	5	5		
Total Lower Units									**26.4**				**270**	**270**	**0**	**0**
Moderate Units																
805 Lakeview Ave	96150	026-031-018	Al Tahoe SA#1	Residential	n/a	15	Yes	No	0.11	5000.00	0.03	1.0	1		1	
3683 Primrose Ln	96150	029-371-020	Pioneer/Ski Run	Residential	n/a	15	Yes	Yes	0.11	4994.00	0.03	1.7	1		1	
3461 Spruce Ave	96150	025-241-08	Bijou	Residential	n/a	15	Yes	Yes	1.05	45623.20	0.31	15.7	4		4	
1232 Heather Lake Rd	96150	025-252-04	Bijou	Residential	n/a	15	Yes	Yes	0.27	11611.43	0.08	4.0	1		1	
1260 Heather Lake Rd	96150	025-252-08	Bijou	Residential	n/a	15	Yes	Yes	0.27	11618.17	0.08	4.0	1		1	
941 Merced Ave	96150	026-045-20	Al Tahoe SA#1	Residential	n/a	15	Yes	No	0.26	11121.32	0.08	3.8	1		1	
3068 Nevada Ave	96150	026-102-26	Al Tahoe SA#1	Residential	n/a	15	Yes	No	0.28	12010.03	0.08	4.1	1		1	
3616 Alder Ave	96150	027-124-04	Bijou	Residential	n/a	15	Yes	Yes	0.34	14987.64	0.10	5.2	1		1	

TABLE A-1 VACANT SITES INVENTORY

Address/ Intersection	Zip Code	APN	PAS/CP	Zoning	Minimum Density Allowed (units/ acre)	Maximum Density Allowed (units/acre)	Preferred AH	Multi-Unit Incentive	Total Parcel Size (Acres)	Total Parcel Size (SF)	Developable Acreage from Lot Coverage Allowances	Maximum Units Allowed	Total Capacity	Lower Income Capacity	Moderate Income Capacity	Above Moderate Capacity
3604 Tamarack Ave	96150	027-313-17	Bijou	Residential	n/a	15	Yes	Yes	0.29	12632.40	0.09	4.4	1		1	
3591 Spruce Ave	96150	027-321-02	Bijou	Residential	n/a	15	Yes	Yes	0.51	22217.21	0.15	7.7	2		2	
3604 Spruce Ave	96150	027-322-03	Bijou	Residential	n/a	15	Yes	Yes	0.28	12028.05	0.08	4.1	1		1	
3593 Terry Ln	96150	027-322-18	Bijou	Residential	n/a	15	Yes	Yes	0.30	12860.01	0.09	4.4	1		1	
1049 Takela Dr	96150	027-364-17	Bijou Pines SA#1	Residential	n/a	15	No	No	0.25	11010.21	0.08	3.8	1		1	
3622 Pioneer Trl	96150	028-121-24	Pioneer/Ski Run	Residential	n/a	15	Yes	Yes	0.55	24104.98	0.17	8.3	2		2	
3618 Pioneer Trl	96150	028-121-25	Pioneer/Ski Run	Residential	n/a	15	Yes	Yes	0.61	26566.34	0.18	9.1	2		2	
1094 Echo Rd	96150	029-362-08	Pioneer/Ski Run	Residential	n/a	15	Yes	Yes	0.43	18924.57	0.13	6.5	1		1	
3718 Montreal Rd	96150	029-364-03	Pioneer/Ski Run	Residential	n/a	15	Yes	Yes	0.32	13996.18	0.10	4.8	1		1	
1161 Bonanza Ave	96150	032-141-10	Bonanza SA#1	Residential	n/a	15	No	Yes	0.50	21853.00	0.15	7.5	2		2	
661 James Ave	96150	023-141-21	Tahoe Island SA#2	Residential	n/a	8	Yes	Yes	0.50	21832.10	0.15	4.0	1		1	
707 Emerald Bay Rd	96150	023-151-21	Tahoe Island SA#1	Residential	n/a	8	Yes	Yes	0.79	34501.85	0.24	6.3	1		1	
711 James Ave	96150	023-151-35	Tahoe Island SA#2	Residential	n/a	8	Yes	Yes	0.48	20826.83	0.14	3.8	1		1	
2688 William Ave	96150	031-132-003	Sierra Tract SA#1	Residential	n/a	12	No	No	0.24	10307.00	0.07	2.8	2		2	
1280 Julie	96150	032-311-001	Bonanza SA#3	Residential	n/a	8	No	No	1.16	50547.00	0.35	1.0	2		2	
2572 Palmira	96150	031-076-009	Sierra Tract SA#1	Residential	n/a	12	No	No	0.11	4992.00	0.03	1.4	1		1	
941 Silver Dollar Ave	96150	031-290-12	Highland Woods SA #1	Residential	n/a	12	No	No	2.08	90517.91	0.62	24.9	7		7	
1355 Johnson Blvd	96150	025-010-050	Midtown Area Plan	Commercial		15	Yes	Yes	12	522720.00	3.60	180.0	27		27	
n/a	96150	025-051-033	Midtown Area Plan	Commercial		15	Yes	Yes	12.3	535788.00	3.69	184.5	28		28	
n/a	96150	025-061-035	Midtown Area Plan	Commercial		15	Yes	Yes	32.5	1415700.00	9.75	487.5	73		73	
n/a	96150	025-071-022	Midtown Area Plan	Commercial		15	Yes	Yes	39.7	1729332.00	11.91	595.5	89		89	
Total Moderate Units									**108.6**				**257**	**0**	**257**	**0**
Above Moderate Units																
644 Emerald Bay Rd	96150	023-142-03	Gardner Mountain	Residential	n/a	1	No	No	1.00	43752.51	13125.75	1.0	1			1
715 Glorene Ave	96150	023-152-04	Gardner Mountain	Residential	n/a	1	No	No	0.99	42913.18	12873.95	1.0	1			1
660 Emerald Bay Rd	96150	023-152-06	Gardner Mountain	Residential	n/a	1	No	No	1.00	43689.61	13106.88	1.0	1			1
766 Emerald Bay Rd	96150	023-162-02	Gardner Mountain	Residential	n/a	1	No	No	1.00	43772.85	13131.85	1.0	1			1
782 Emerald Bay Rd	96150	023-162-03	Gardner Mountain	Residential	n/a	1	No	No	1.01	44090.44	13227.13	1.0	1			1
730 Roger Ave	96150	023-162-04	Gardner Mountain	Residential	n/a	1	No	No	0.99	42998.58	12899.58	1.0	1			1
780 Roger Ave	96150	023-162-06	Gardner Mountain	Residential	n/a	1	No	No	0.97	42436.84	12731.05	1.0	1			1
628 Glorene Ave	96150	023-321-04	Gardner Mountain	Residential	n/a	1	No	No	1.00	43682.77	13104.83	1.0	1			1
680 Glorene Ave	96150	023-331-22	Gardner Mountain	Residential	n/a	1	No	No	0.71	31097.77	9329.33	1.0	1			1
794 Glorene Ave	96150	023-341-12	Gardner Mountain	Residential	n/a	1	No	No	0.48	21111.89	6333.57	1.0	1			1
1359 Herbert Ave	96150	025-021-79	Glenwood	Residential	n/a	1	No	No	1.00	43550.40	13065.12	1.0	1			1
n/a	96150	025-201-20	Glenwood	Residential	n/a	1	No	No	0.40	17217.50	5165.25	1.0	1			1

TABLE A-1 VACANT SITES INVENTORY

Address/ Intersection	Zip Code	APN	PAS/CP	Zoning	Minimum Density Allowed (units/ acre)	Maximum Density Allowed (units/acre)	Preferred AH	Multi-Unit Incentive	Total Parcel Size (Acres)	Total Parcel Size (SF)	Developable Acreage from Lot Coverage Allowances	Maximum Units Allowed	Total Capacity	Lower Income Capacity	Moderate Income Capacity	Above Moderate Capacity
n/a	96150	025-580-14	Lakeview Heights	Residential	n/a	1	No	No	1.13	49124.20	14737.26	1.0	1			1
1442 Price Rd	96150	025-670-04	Glenwood	Residential	n/a	1	No	No	0.38	16480.40	4944.12	1.0	1			1
3024 Oakland Ave	96150	026-115-02	Al Tahoe	Residential	n/a	1	Yes	No	0.36	15704.48	4711.34	1.0	1			1
1140 Johnson Blvd	96150	027-251-01	Bijou Pines	Residential	n/a	1	No	No	0.93	40717.63	12215.29	1.0	1			1
1152 Johnson Blvd	96150	027-251-18	Bijou Pines	Residential	n/a	1	No	No	0.82	35572.58	10671.77	1.0	1			1
3902 Crest Rd	96150	028-111-04	Lakeview Heights	Residential	n/a	1	No	No	0.62	26800.56	8040.17	1.0	1			1
3916 Crest Rd	96150	028-111-06	Lakeview Heights	Residential	n/a	1	No	No	0.44	19328.84	5798.65	1.0	1			1
4043 Saddle Rd	96150	028-152-40	Lakeview Heights	Residential	n/a	1	No	No	0.38	16706.88	5012.06	1.0	1			1
4022 Crest Rd	96150	028-153-05	Lakeview Heights	Residential	n/a	1	No	No	0.42	18350.45	5505.14	1.0	1			1
4011 Crest Rd	96150	028-154-02	Lakeview Heights	Residential	n/a	1	No	No	0.78	34043.67	10213.10	1.0	1			1
1468 Ledge Ct	96150	028-161-10	Lakeview Heights	Residential	n/a	1	No	No	0.86	37568.35	11270.50	1.0	1			1
1476 Ledge Ct	96150	028-161-11	Lakeview Heights	Residential	n/a	1	No	No	0.82	35621.61	10686.48	1.0	1			1
n/a	96150	029-105-28	Tahoe Meadows	Residential	n/a	1	No	No	0.59	25892.90	7767.87	1.0	1			1
3781 Azure Ave	96150	029-106-05	Tahoe Meadows	Residential	n/a	1	No	No	0.37	16007.85	4802.35	1.0	1			1
3587 Rocky Point Rd	96150	029-300-14	Lakeview Heights	Residential	n/a	1	No	No	0.48	20997.48	6299.24	1.0	1			1
3675 Regina Rd	96150	030-352-30	Lakeview Heights	Residential	n/a	1	No	No	0.35	15375.90	4612.77	1.0	1			1
1648 Sherman Way	96150	030-403-02	Lakeview Heights	Residential	n/a	1	No	No	0.45	19504.22	5851.27	1.0	1			1
1226 Bonanza Ave	96150	032-152-06	Bonanza	Residential	n/a	1	No	No	1.00	43669.77	13100.93	1.0	1			1
1356 Bonanza Ave	96150	032-162-06	Bonanza	Residential	n/a	1	No	No	0.63	27334.72	8200.42	1.0	1			1
1424 Emerald Bay Rd	96150	032-171-01	Bonanza	Residential	n/a	1	No	No	1.00	43672.65	13101.79	1.0	1			1
1440 Emerald Bay Rd	96150	032-171-02	Bonanza	Residential	n/a	1	No	No	1.00	43681.44	13104.43	1.0	1			1
1983 H St	96150	032-171-03	Bonanza	Residential	n/a	1	No	No	0.90	39066.79	11720.04	1.0	1			1
1404 Bonanza Ave	96150	032-173-02	Bonanza	Residential	n/a	1	No	No	1.00	43656.69	13097.01	1.0	1			1
1384 Bonanza Ave	96150	032-173-06	Bonanza	Residential	n/a	1	No	No	0.50	21828.16	6548.45	1.0	1			1
1392 Bonanza Ave	96150	032-173-07	Bonanza	Residential	n/a	1	No	No	0.50	21821.01	6546.30	1.0	1			1
738 Roger Ave.	96150	023-162-012	Gardner Mountain	Residential	n/a	1	No	No	0.24	10384.00	3115.20	1.0	1			1
3700 Regina Road	96150	030-353-005	Lakeview Heights	Residential	n/a	1	No	No	0.24	10445.00	3133.50	1.0	1			1
1329 Keller	96150	028-070-028	Lakeview Heights	Residential	n/a	1	No	No	0.23	10019.00	3005.70	1.0	1			1
1165 Lodi Avenue	96150	031-181-008	Sierra Tract	Residential	n/a	1	No	No	0.11	4999.00	0.03	0.1	1			1
438 Christi	96150	022-171-042	Tahoe Keys	Residential	n/a	1	No	No	0.17	7352.00	2205.6	1.0	1			1
3421 Woodland	96150	025-682-001	Glenwood	Residential	n/a	1	No	No	0.20	8747.00	2624.10	1.0	1			1
3525 Saddle Rd	96150	025-510-097	Glenwood	Residential	n/a	1	No	No	0.82	35869.00	10760.70	1.0	1			1
1927 Kokanee Wy	96150	022-251-029	Tahoe Keys	Residential	n/a	1	No	No	0.24	10349.00	3104.7	1.0	1			1
936 Tanglewood Dr	96150	031-313-017	Highland Woods	Residential	n/a	1	No	No	0.29	12739.00	0.09	0.3	1			1
2499 Pinter Ave	96150	031-211-014	Sierra Tract	Residential	n/a	1	No	No	0.11	4988.00	0.03	0.1	1			1

TABLE A-1 VACANT SITES INVENTORY																
Address/ Intersection	**Zip Code**	**APN**	**PAS/CP**	**Zoning**	**Minimum Density Allowed (units/ acre)**	**Maximum Density Allowed (units/acre)**	**Preferred AH**	**Multi-Unit Incentive**	**Total Parcel Size (Acres)**	**Total Parcel Size (SF)**	**Developable Acreage from Lot Coverage Allowances**	**Maximum Units Allowed**	**Total Capacity**	**Lower Income Capacity**	**Moderate Income Capacity**	**Above Moderate Capacity**
2070 Lake Tahoe Blvd	96150	023-231-003	Tahoe Valley Area Plan	TC-C	12	25	Yes	Yes	3.01	131115.60	2.1	75.3	70			70
2070 Lake Tahoe Blvd	96150	023-381-001	Tahoe Valley Area Plan	TC-C	12	25	Yes	Yes	0.66	28749.60	0.5	16.5	12			12
Total Above Moderate Units									**33.6**				**129**	**0**	**0**	**129**
Total Units									**169**				**655**	**270**	**257**	**129**

CITY OF
SOUTH LAKE TAHOE

PLACEWORKS

101 Parkshore Drive, Suite 200
Folsom, California 95630
t 916.245.7500
www.placeworks.com

7th Cycle 2027-2035 Housing Element
City Council Meeting

September 8, 2026

CITY OF
SOUTH LAKE TAHOE

Agenda

- Housing Element Overview
- Housing Element Outreach
- Regional Housing Needs Allocation (RHNA)
- Housing Element Programs
- Project Schedule



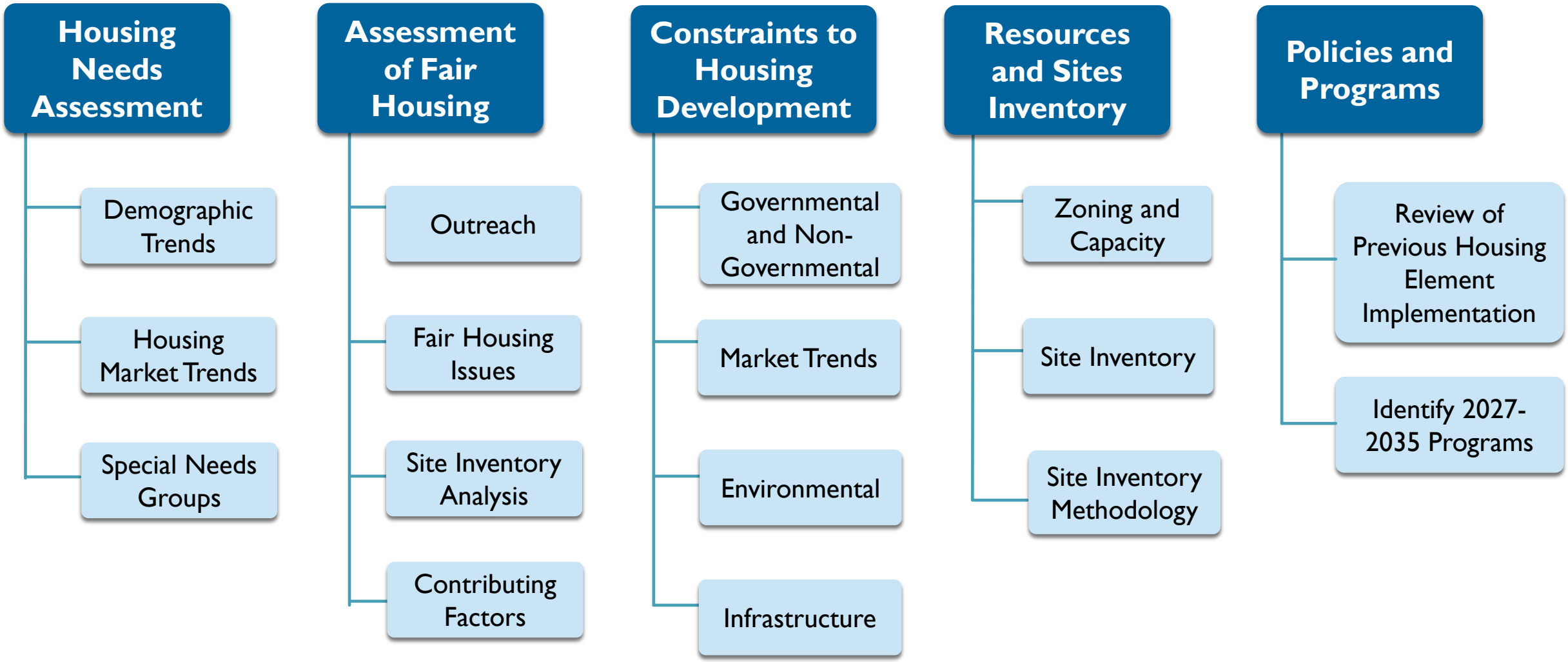
Housing Element Overview



Housing Element Overview

- Required Element of the General Plan
- Plan for accommodating a jurisdiction's fair share of the regional housing need.
- Must be reviewed and certified by California Department of Housing and Community Development (HCD)
- 6th Cycle Planning period: June 30, 2022-June 30, 2027 on a 5 year cycle
- 7th Cycle Planning period: January 31, 2027-January 31, 2035
- 7th Cycle Housing Element due date: **January 31, 2027**
- Must be updated every 8 years

Housing Element Overview



Housing Element Outreach



Housing Element Outreach

Activity	Date
Stakeholder Consultations	February through April 2026
Community Workshop	March 25, 2026
Planning Commission Presentation	April 16, 2026
Family Resource Center Cafecitos Workshop	April 22, 2026
Business Community Workshops	June 9, 2026

Key Outreach Findings

Affordable Rental Shortage

Family-sized units especially scarce.

Fear of Retaliation

Tenants avoid reporting unsafe conditions; immigration fears deepen it.

Workforce & Seasonal Gaps

Barton Health and schools can't retain staff; middle-income underserved.

Emergency & Transitional Gaps

No local family shelter; seasonal capacity short; limited Transitional Age Youth units.

Barriers for Vulnerable Populations

Seniors, people with disabilities, few accessible units, long waitlists.

Regulatory & Market Limits

Tahoe Regional Planning Agency rules, land costs, and Vacation Home Rental uncertainty constrain housing.

Language & Digital Barriers

Spanish-speaking, Filipino, and other limited-English households struggle with English-only applications and leasing; limited computer access and non–mobile-friendly platforms add further barriers.

Regional Housing Needs Allocation (RHNA)



1973

Regional Housing Needs Allocation (RHNA)

- Regional Housing Needs Allocation (RHNA): the number of units each jurisdiction is required to plan for in each Housing Element Update.
- HCD provides the RHNA for South Lake Tahoe
  - 2022-2027 RHNA allocation was 289
  - 2027-2035 RHNA allocation is 291

6th Cycle RHNA Progress

- Reflects building permits issued from 2022 through 2025.

Income Category	2022 Progress	2023 Progress	2024 Progress	2025 Progress	Total Units	6th Cycle RHNA	% of RHNA Met
Extremely Low	–	–	–	18	**18**	35	**51.4%**
Very Low	–	–	–	–	**–**	35	**0.0%**
Low	68	61	–	41	**170**	50	**340.0%**
Moderate	3	–	3	1	**7**	42	**16.7%**
Above Moderate	54	44	59	38	**195**	127	**153.5%**

Source: HCD Annual Progress Report (APR) Dashboard and the City's 2025 APR.

Regional Housing Needs Allocation (RHNA)

*New for the 7th cycle, Acutely Low- income

Income Level	Area Median Income (AMI) Range**	2026 Income Range 4-person household	Units
Acutely Low*	0-15% AMI	0-$18,600	14
Extremely Low	15-30% AMI	$18,600-$39,400	22
Very Low	30-50% AMI	$39,400-$65,700	27
Low	51-80% AMI	$65,700-$105,100	42
Moderate	81-120% AMI	$105,100-$148,800	53
Above Moderate	more than 120% AMI	$148,800+	133
Total			**291**

105 units
Lower Income Units

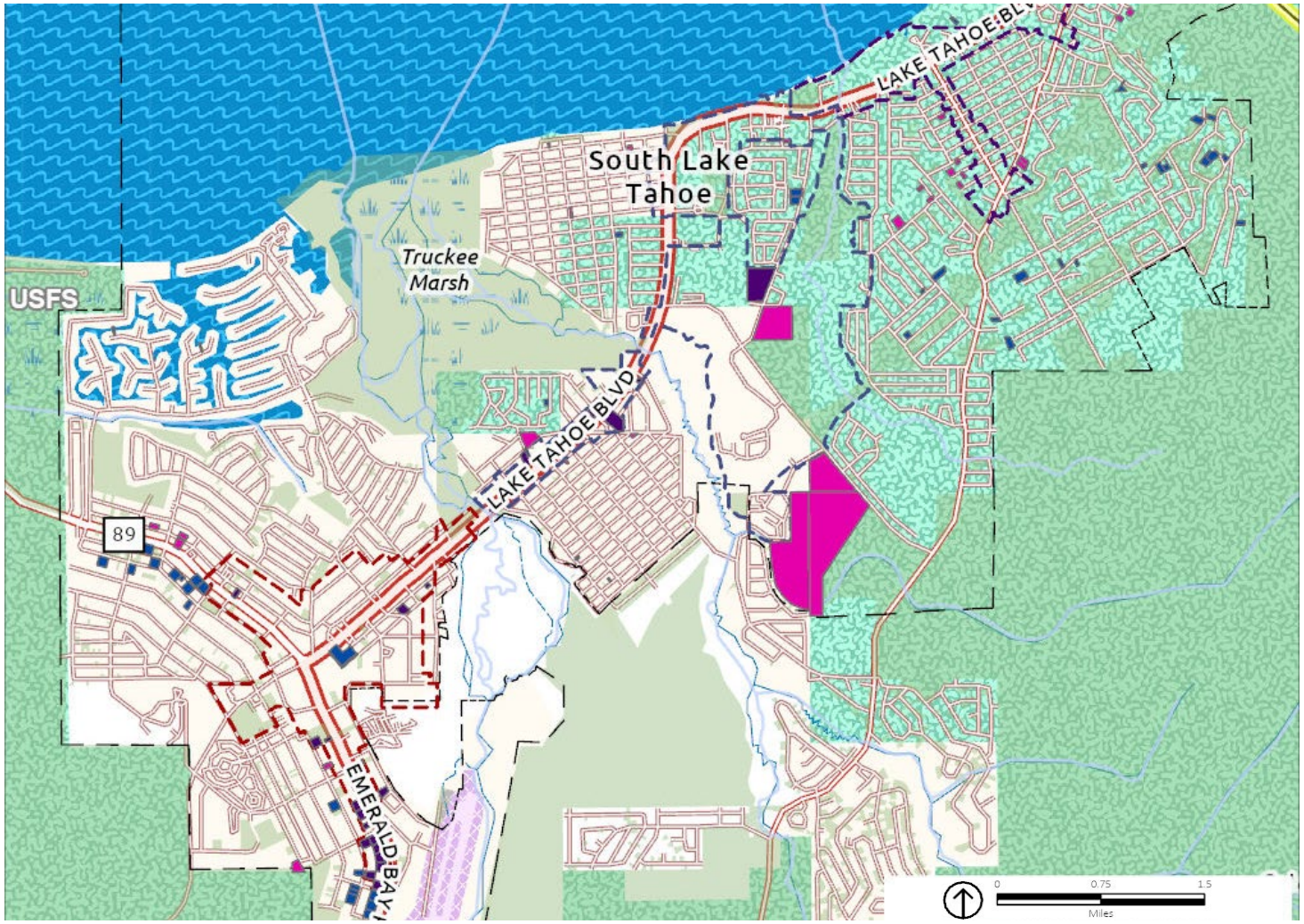
Strategies for Meeting the 7th Cycle RHNA

Step 1	Start with sites from the 6th cycle element
Step 2	Focus on sites larger than 0.5 acres and smaller than 10 acres
Step 3	Look at Vacant and Underutilized sites
Step 4	Projected Accessory Dwelling Units (ADU)
Step 5	Rely on entitled projects not yet built

Vacant Sites Inventory Capacity

Income Category	Max Density (du/ac)	Realistic Unit Capacity
Lower-Income	12-65 du/ac	270
Moderate-Income	8-15 du/ac	257
Above-Moderate-Income	1-25 du/ac	129
Total	**—**	**656**

Housing Sites Inventory



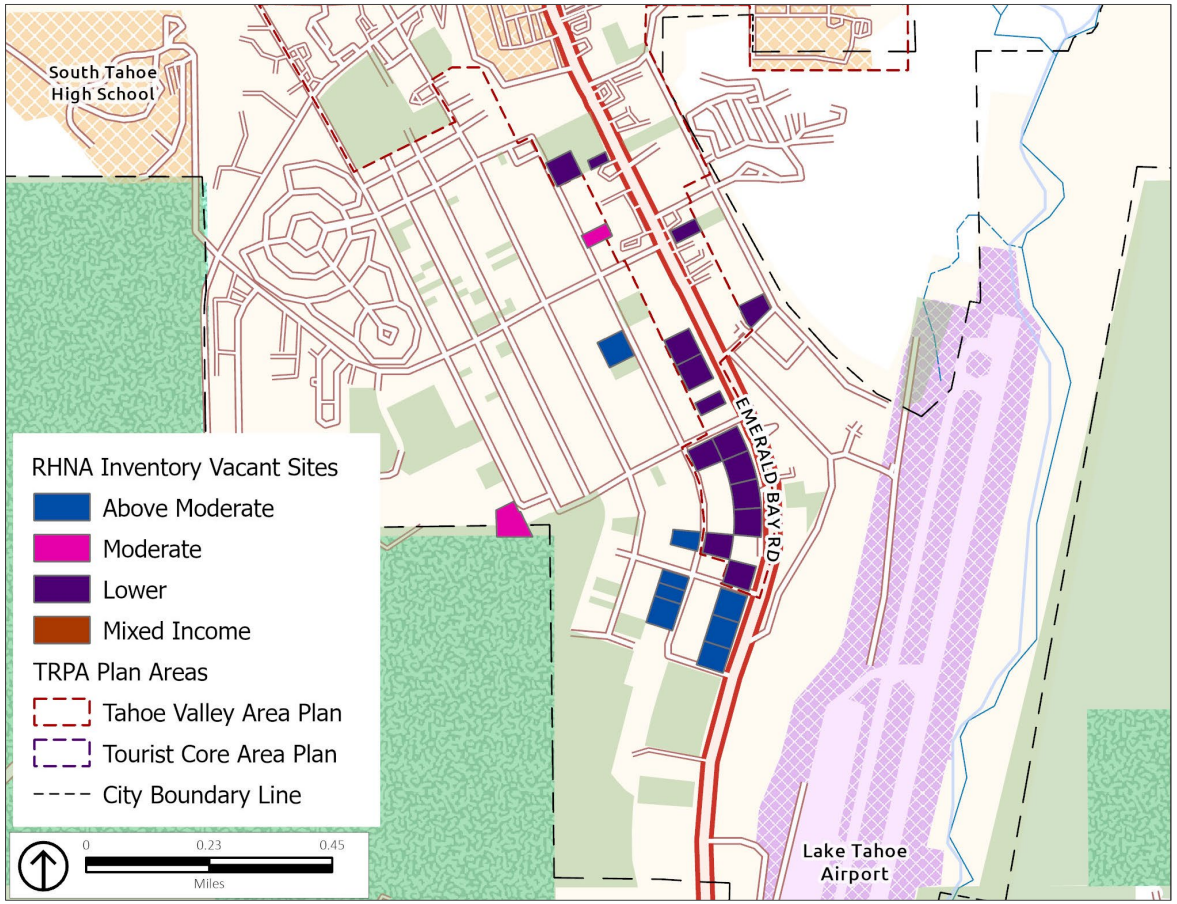
RHNA Inventory Vacant Sites

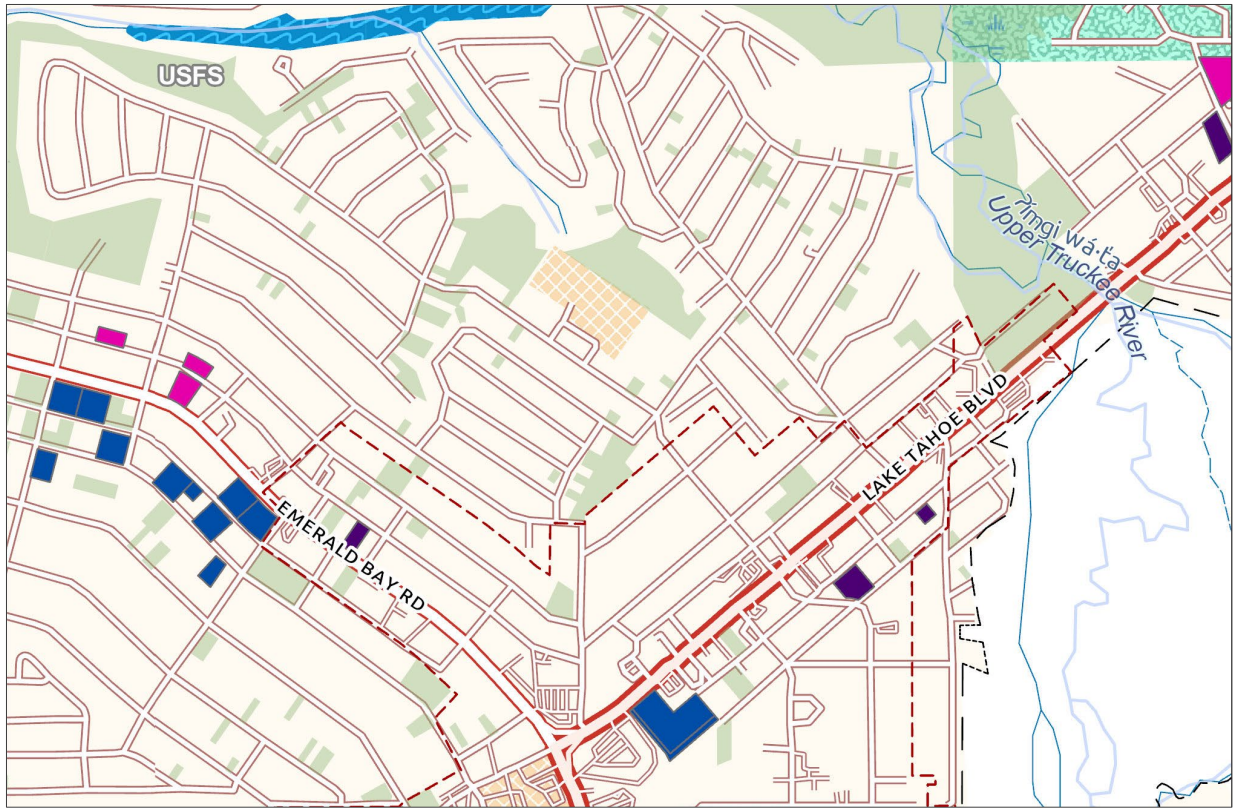
- Above Moderate
- Moderate
- Lower
- Mixed Income
- Mid-Town Area Plan Boundary

TRPA Plan Areas

- Tahoe Valley Area Plan
- Tourist Core Area Plan
- City Boundary Line

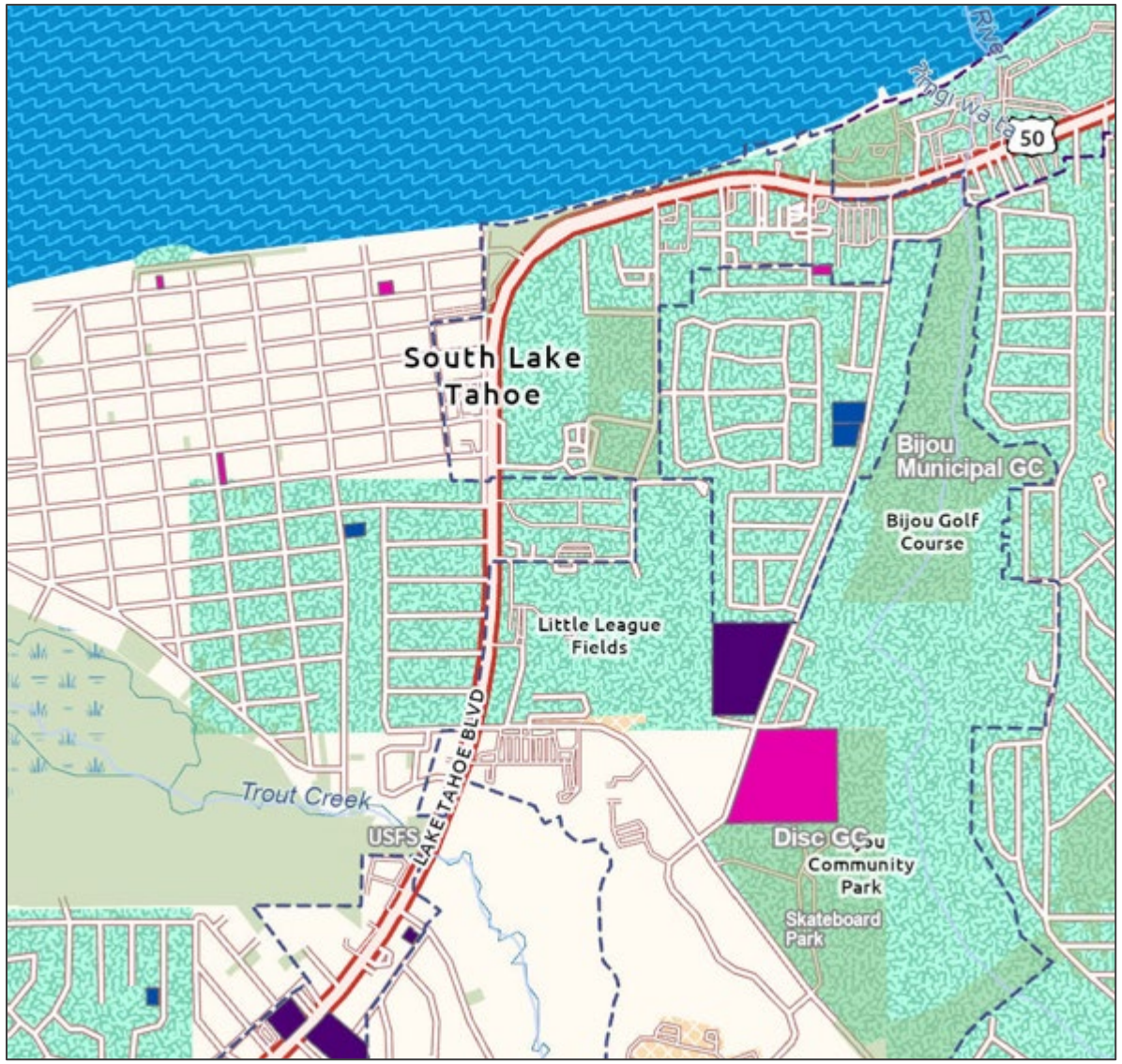
Vacant Sites in the Tahoe Valley Area Plan





1980

Vacant Sites in the Mid-Town Area Plan



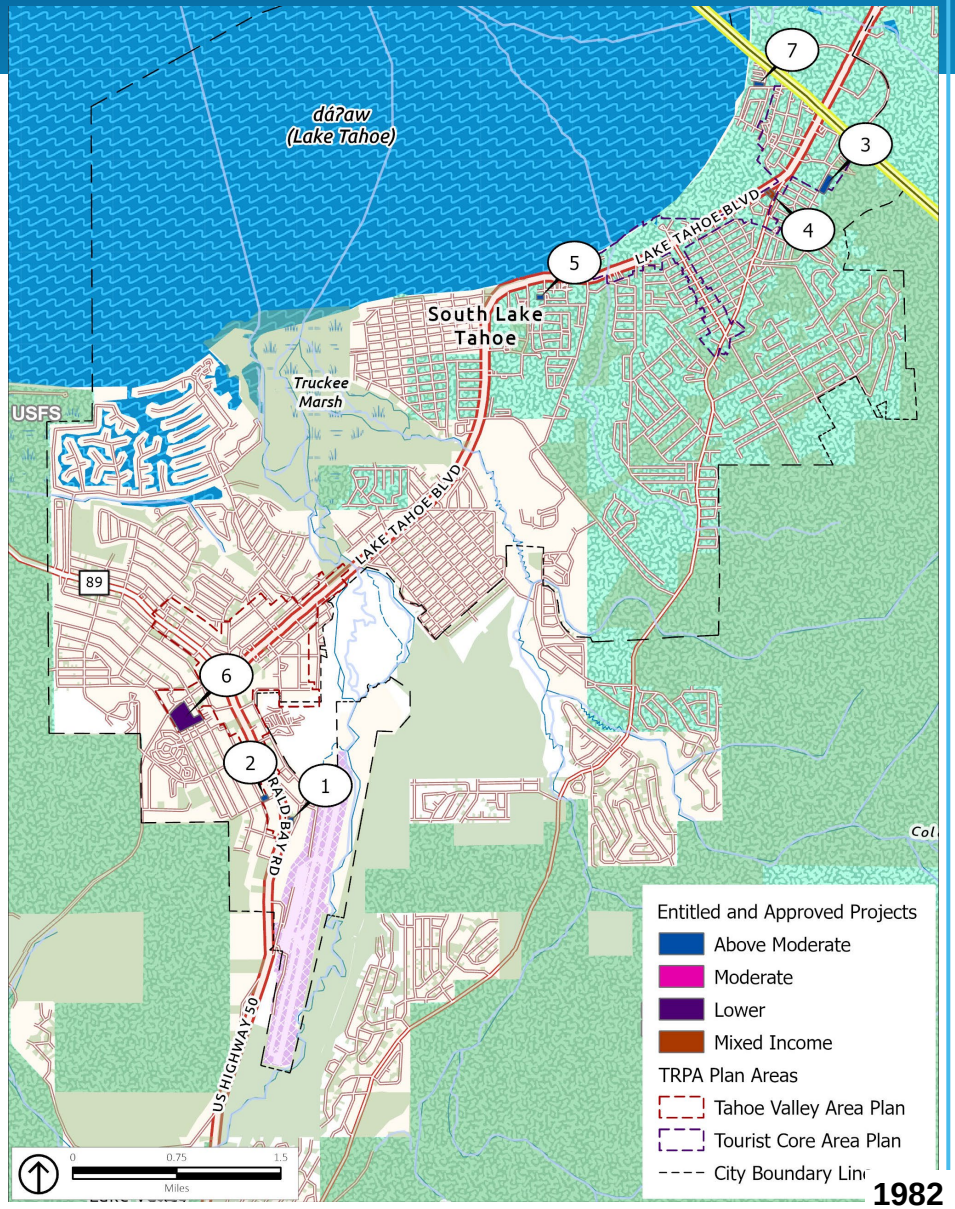
RHNA Inventory Vacant Sites
- Above Moderate
- Moderate
- Lower
- Mixed Income
- Mid-Town Area Plan Boundary

TRPA Plan Areas
- Tahoe Valley Area Plan
- Tourist Core Area Plan
- City Boundary Line

0 0.25 0.5 Miles

Entitled and Approved Projects

Map No.	Project	Total Units	Lower	Mod.	Above Mod.
1	8-Unit Residential – 1389 Emerald Bay Rd	8	–	–	8
2	F Street Residential – 1971 F St	12	–	–	12
3	HVR Acquisition Phase 2 – 3794 Montreal Rd	12	–	–	12
4	3900 & 3908 Lake Tahoe Blvd	75	72	1	2
5	Fremont Multi-Family – 1050 Fremont Ave	11	–	–	11
6	Sugar Pine Village – 1888 Lake Tahoe Blvd	60	60	–	–
7	821 Stateline Avenue	1	–	–	1
	Total	**179**	**132**	**1**	**46**



1982

Projected Accessory Dwelling Units (ADUs)

- Projection reflects 6 ADUs per year (based on 2020–2025 permit history) over the 8-year period

Income Category	Projected ADUs	Share of Total
Lower-Income	18	38%
Moderate-Income	15	31%
Above-Moderate-Income	15	31%
Total	**48**	**100%**

48 ADUs
projected over 2027–2035 (~6/yr)

Meeting the 7th Cycle RHNA

Income Category	RHNA	Approved Projects	Vacant Sites	Projected ADUs	Total Capacity	Surplus
Acutely Low	14	132	270	18	**420**	**+351**
Extremely Low	22					
Very Low	27					
Low	42					
Moderate	53	1	257	15	**273**	**+220**
Above Moderate	133	46	129	15	**190**	**+57**
Total	**291**	**179**	**656**	**48**	**883**	**+627**

Housing Element Programs



Housing Element Program

The 7th Cycle (2027–2035) Housing Element includes 45 programs organized under 7 goals:

1. New Construction

6 programs

2. Affordable Housing

15 programs

3. Rehabilitation & Conservation

10 programs

4. Special-Needs Housing

5 programs

5. Equal Opportunity & Fair Housing

5 programs

6. Energy Conservation

3 programs

7. Neighborhood Preservation

1 program

Total 45

Program Requirements

- **Each program must include the following:**

Action:	The specific step the City will take
Responsible Party:	The department(s) that carry out the action
Timeframe/ Schedule:	A defined implementation date or milestone
Funding Source:	How the action is funded (e.g., general fund, grant funding)
Quantified Objective:	A measurable target (e.g., units, households, ordinances to adopt, meetings)

- **Each program must be reported on to HCD April 1 of each year.**

Key Programs to Meet State Law

- **Program 1-4 Using Local Incentives**: Directs projects to Community Plans/Area Plans where incentives already exist, post ADU Guidebook; offer Density Bonus consistency with State law

- **Program 1-5 Clarify How Residential-Care Facilities Are Allowed**: Amends zoning so group homes of all sizes are allowed by right in residential districts.

Key Programs to Meet State Law

- **Program 3-4 Preservation and Acquisition:** Supports nonprofit acquisition and rehabilitation of at-risk properties; monitors subsidized units for conversion.
- **Program 3-6 Replacement of Lost Units:** Requires replacement of lower-income units lost to new development.
- **Program 4-4 Definition of Family**: Updates the City's definition of "family".

Key Programs to Assist with Affordable Housing

- **Program 1-1 Mixed-Use Development:** Allows housing in commercial/mixed-use areas
- **Program 1-6 Small Lot Consolidation:** Assembles parcels into developable sites
- **Program 2-2 Partnerships for Workforce Housing:** Employer partnerships to build workforce units
- **Program 2-4 Analysis of State Lands:** Identifies public land for housing

Key Programs to Assist with Affordable Housing

- **Program 2-5 Student & Faculty Housing:** Supports Lake Tahoe Community College campus housing
- **Program 2-6 Assist Housing Developers:** Technical/financial support to housing developers
- **Program 2-8 Mitigation of TRPA Regulations:** Unlocks density bonuses/allowances to enable projects
- **Program 2-10 Inclusionary Housing Ordinance:** Requires affordable units in new development

Key Programs to Assist with Special Needs Groups

- **Program 4-1 Reasonable Accommodation and Land Coverage:** Eases accommodation requests and land-coverage limits so housing can reach max allowable density
- **Program 4-2 Special-Needs Housing:** Works with providers to meet the needs of seniors, large families, and other special-needs groups

Key Programs to Assist with Special Needs Groups

- **Program 4-3 Childcare and Intergenerational Facilities:** Explores a program pairing affordable housing with on-site childcare and intergenerational uses.
- **Program 4-5 Tribal Housing Coordination and Partnership:** Supports housing for off-reservation Washoe tribal members.

Key Programs to Address the Outreach Findings

Affordable Rental Shortage

Program 2-10 Inclusionary Housing: Monitors the inclusionary ordinance and in-lieu fees to keep affordable units producing.

Workforce & Seasonal Gaps

Program 2-2 Partnerships for Housing: Public-private partnerships to develop new housing opportunities for employees.

Barriers for Vulnerable Populations

Program 4-2 Special-Needs Housing: Works with housing developers/service providers for seniors, large families, people with disabilities, and homeless residents.

Language & Digital Barriers

Program 2-13 Multilingual Housing Access through Existing Partners: Multilingual materials, in-person navigation, and digital support via the Family Resource Center, hotline, and library.

Key Programs to Address the Outreach Findings

Fear of Retaliation

Program 5-4 Fair Housing: Hotline, complaint referral, and underserved-group outreach.

Emergency & Transitional Gaps

Program 4-2 Special-Needs Housing: City to work with the Tahoe Coalition for the Homeless and local partners to address the needs of residents.

Regulatory & Market Limits

Program 2-8 Mitigation of Tahoe Regional Planning Agency (TRPA) Regulations: Includes TRPA Code amendments, a new Area Plan replacing Plan Area Statements, and grading season flexibility.

Coordinated City Leadership

Program 2-11 Inter-Agency Housing Program Coordination: Builds capacity by naming a lead management organization and funding.

Project Schedule



Proposed Project Schedule

Task	Proposed Timeline
Community Workshop	March 25, 2026
Planning Commission (First public meeting on the Housing Element update)	April 16, 2026
Family Resource Center Cafecitos Workshop	April 22, 2026
Business Community Workshop	June 9, 2026
Planning Commission Meetings to Present the Draft	August 20, 2026
City Council Meeting to Present the Draft	September 8, 2026
Consider and Incorporate Public Comments (10 business days)	September 9, 2026
Submit Draft Housing Element to HCD (90-day review)	September 22 – December 21, 2026
Submit Draft Housing Element to HCD (2nd review 60 days)	January - March
PC and CC Adoption Hearings	March/April
Submit Adopted Housing Element to HCD – Certification (60 days)	April - June



Thank You!

CITY OF
SOUTH LAKE TAHOE



1998

City of South Lake Tahoe

Agenda Item Executive Summary

Hilary Roverud, City Manager



Meeting Date: September 8, 2026

Agenda Item #: 19

Agenda Item: Agenda Planning Calendar

Requested Action / Suggested Motions: Identify, with consent of at least two Council Members, any desired future agenda items, and/or modify the Agenda Planning Calendar as desired.

Responsible Staff Member: Susan Blankenship, City Clerk and Hilary Roverud, City Manager

Attachments:

APC 09 02 2026.pdf

2026 Agenda Planning Calendar (Updated 09 02 2026)

		Agenda Item	Section
Sept 22, 5:30 p.m.	**City Attorney**	Ord-Non-Res Structures Abandoned Construction (First Reading)	NB
		Sale and Use of Glyphosate in the City	NB
	City Clerk	Parks & Rec Commission Vacancy	NB
	City Manager	Economic Development PSA	Consent
		Civic Spark Donation MOU	Consent
	Finance	Quarterly Budget and Financial Status Report as of June 2026	Consent
		Collections PSA	Consent
		Investment Portfolio Report as of June 2026	Consent
		Accounting Consulting Services Agreement	Consent
	Parks & Rec	Future of Senior Center	NB
Oct 6, 5:30 p.m.	**City Attorney**	Ord-Non-Res Structures Abandoned Construction (Second Reading)	Consent
	City Clerk	Ordinance Increasing City Council Compensation (First Reading)	NB
	Dev Services	Sign Ordinance Amendments (First Reading)	UB
	Finance	GAAN Limit	Consent
	Parks & Rec	Ice Arena Concessionaire Agreement	NB

2026 Agenda Planning Calendar (Updated 09 02 2026)

	Police	Patrol Car Purchase	Consent
	Public Works	LTRA Project Ranking	Consent
		Resolution of Intent to Abandon Paradise Ave	Consent
Nov 3, 9:30 a.m.	**Airport**	Airport Master Plan adoption	NB
	CA/CM	Ethics Policy Update	Consent
	City Clerk	Ordinance Increasing City Council Compensation (Second Reading)	Consent
	City Manager	Becoming a BearWise Community	NB
	Dev Services	TVAP/South Y Area plan Amendment	NB
		Tahoe Living Housing and Mobility Fees	UB
		Sign Ordinance Amendments (Second Reading)	Consent
	Finance	TID Annual Report	NB
		Budget Carry-Forward	Consent
	PD/CA	Pedestrian Only Zone Ordinance (First Reading)	NB
	Public Works	Paradise Avenue Right-of-Way Abandonment	PH
		Stateline Complete Streets Consulting PSA	Consent
Nov 17, 5:30 p.m.	**City Manager**	Community Benefit Grant Awards	Consent

2026 Agenda Planning Calendar (Updated 09 02 2026)

	Dev Services	PC + BBOA + ALUC Comission Annual Reports	Consent
	Parks & Rec	ACT + P&R + ICOC Comission Annual Reports	Consent
	Police	PAC Annual Report	Consent
		Existing Cell Tower License Agreement	Consent
	PD/CA	Pedestrian Only Zone Ordinance (Second Reading)	Consent
	Public Works	Update on Reduction of Plastics in the Environment	NB
		Drainage Master Plan Consultant Award	Consent
Dec 1, 9 a.m.	**City Clerk**	Certification of Election	If Electi Certifie December these item brought f Decemb
		Outgoing Councilmember Recognition	
		Oath of Office	
		City Council Re-Organization Mayor/Mayor Pro Tem	
		City Council Assignments to Boards & Commissions	
		2027 City Council Meeting Schedule	
	PD/PW	Shared Mobility Device and Bicycle Safety Regulation Discussion	NB
	Public Works	Prioritization of Bikes at City Intersections and Bike Lanes	NB
Dec 15, 5:30 p.m.	**City Clerk**	City Council Protocols Update	NB

2026 Agenda Planning Calendar (Updated 09 02 2026)

	City Manager	Progress on Joining a CCA	NB
	Dev Services	Food Truck Ordinance Review	NB
	Finance	Annual ROPS Approval	Consent
		Investment Portfolio Report as of September 2026	Consent
		Quarterly Budget and Financial Status Report as of September 2026	Consent
	HR	Minimum Wage Increase	Consent
January			
February			
March			
April			
Unscheduled/Pending			
	CA/PD	Shared Mobility Device Ordinance 2027 review	
		Crescent V Parking Enforcement Agreement	
	City Manager	LTCC Fire Training Center Coverage Agreement	
		Exploration of becoming a public electric utility	
		City Green Card Assistance Program	

2026 Agenda Planning Calendar (Updated 09 02 2026)

	Grants/Funding for Undergrounding Utilities
	Legislative Agenda
	LTBMU Permit Program Funding
	TID Disolution or Funding Allocation Changes
Dev Services	Performance Bond as a Condition of Demolition
	Evaluate Feasibility - Res. Area Plan/SB9 & Remove Tourist Accomodation
	Update on Inclusionary Housing and Expansion to Timeshares
	Tobacco Retail Ordinance
Finance	Financial Policies Update inc. Local, State & US Preference
	Informational Item - Check Cashing
Fire	MOU Ratification of Auto Aid with TDFD
	Grants for Homeowner Defensible Space
	LVFD MOU update for data sharing
	CTC Land Access Agreement for Airport project
Parks & Rec	Events and Facitilies Naming Rights Discussion
	El Dorado Boat Ramp Dock Replacement Purchase

2026 Agenda Planning Calendar (Updated 09 02 2026)

	Regan Beach Environmental & Design RFP
Police	Barton Community Health Needs and Harm Reduction Update
	SANE Presentation with Barton
	Heavenly Village Employee Discount Parking Passes
	Ratification of Application for CalOES DVRT
	Massage Ordinance Update/Amendments
Police/PW	Bike Paths/Speed Bumps, Bike Parking, Vehicle Parking
	2026 Update to Parking Fees in the Bellamy Parking Garage
Public Works	Geothermal Use Discussion Item
	Rufus Allen/Rec Center Parking & Pedestrian Access
	Paving Policy Prioritization of Total Users
	Award of PD Roof Replacement
	TTD US 50 Plans Presentation
	Lakeview and Ski Run Electrical Upgrades
	Facilities Condition Assessment